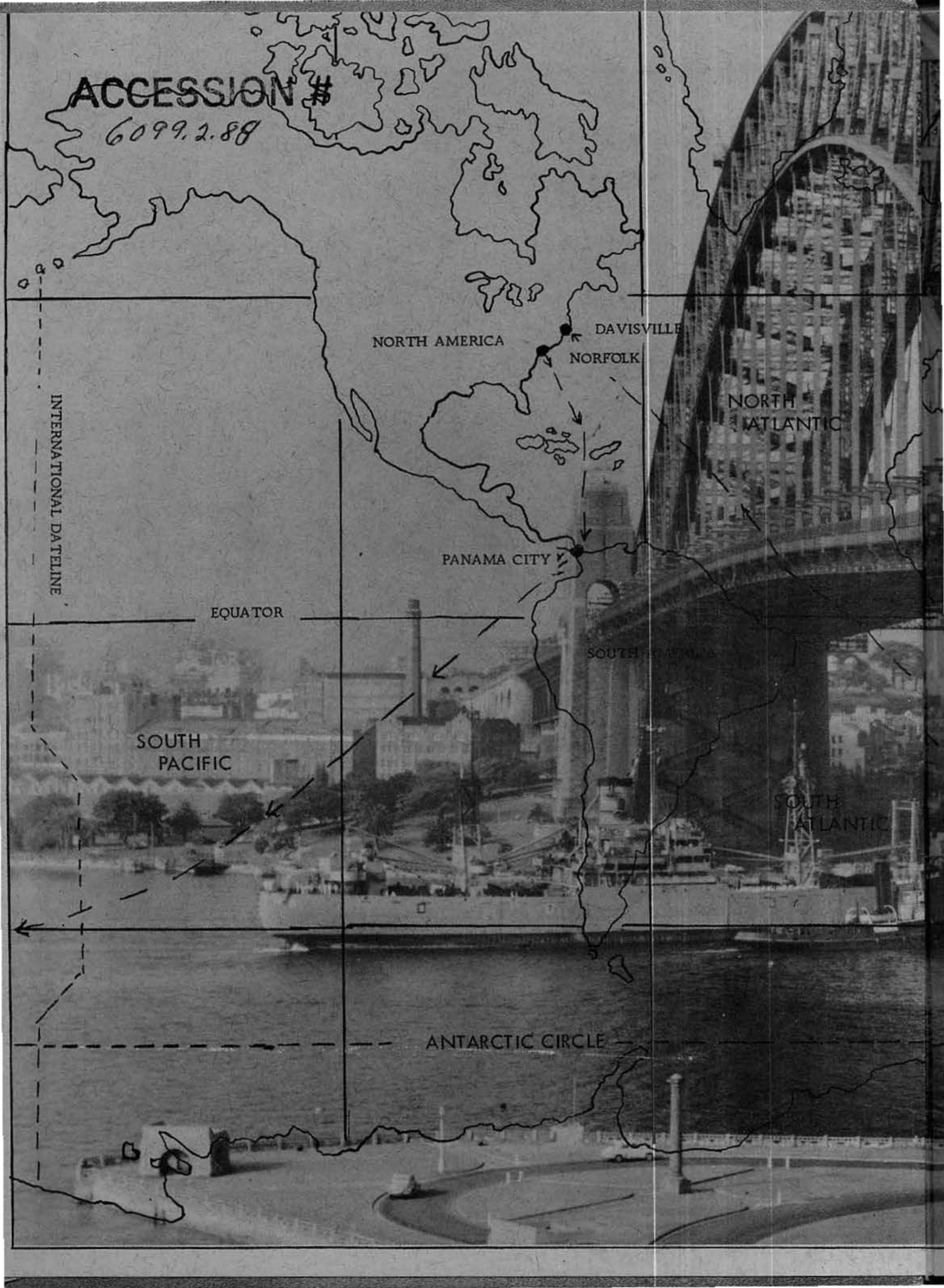


DEEP FREEZE II
1956-1957

ACCESSION #

882609



NORTH AMERICA

DAVISVILLE

NORFOLK

NORTH ATLANTIC

PANAMA CITY

EQUATOR

SOUTH ATLANTIC

SOUTH PACIFIC

SOUTH ATLANTIC

ANTARCTIC CIRCLE

INTERNATIONAL DATELINE

DEPARTED	DATE	ARRIVED	DATE	MILES
NORFOLK	2 NOV. 1956	COLON	8 NOV. 1956	1779
COLON	8 NOV. 1956	PANAMA	8 NOV. 1956	45
PANAMA	11 NOV. 1956	WELLINGTON	30 NOV. 1956	8550
WELLINGTON	10 DEC. 1956	CAPE HALLETT	20 DEC. 1956	1779
CAPE HALLETT	20 DEC. 1956	McMURDO	24 DEC. 1956	451
McMURDO	28 DEC. 1956	CAPE HALLETT	29 DEC. 1956	451
CAPE HALLETT	9 JAN. 1957	WELLINGTON	12 JAN. 1957	451
McMURDO	15 JAN. 1957	KNOX COAST	15 JAN. 1957	2517
KNOX COAST	16 FEB. 1957	SYDNEY	15 FEB. 1957	2521
SYDNEY	12 MAR. 1957	MELBOURNE	15 MAR. 1957	592
MELBOURNE	18 MAR. 1957	CAPE TOWN	8 APR. 1957	7048
CAPE TOWN	9 APR. 1957	ORANGE	15 APR. 1957	6890
ORANGE	29 APR. 1957	CAPE TOWN	15 APR. 1957	392
		TOTAL MILEAGE		31,472

INDIAN OCEAN

AUSTRALIA

SYDNEY

MELBOURNE

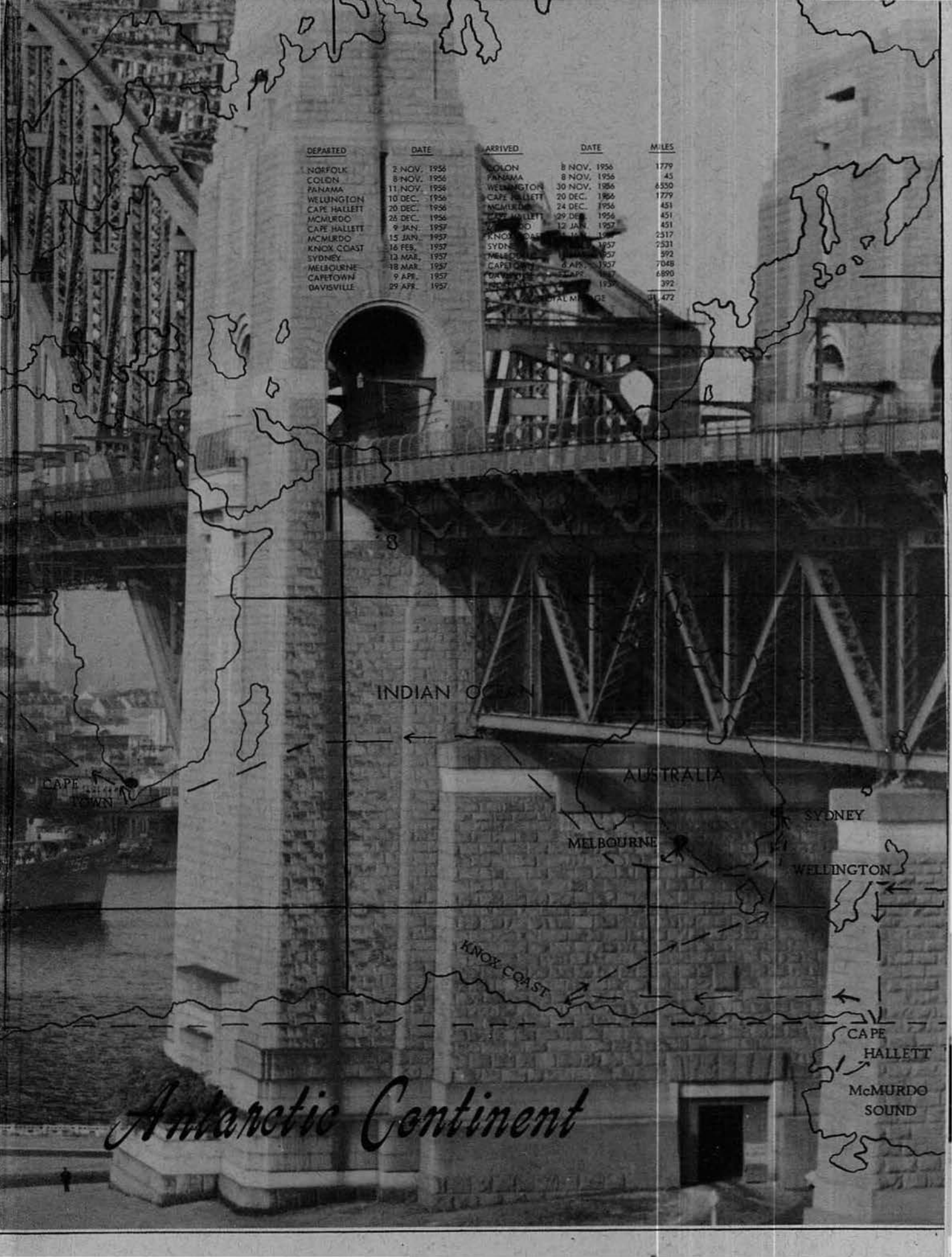
WELLINGTON

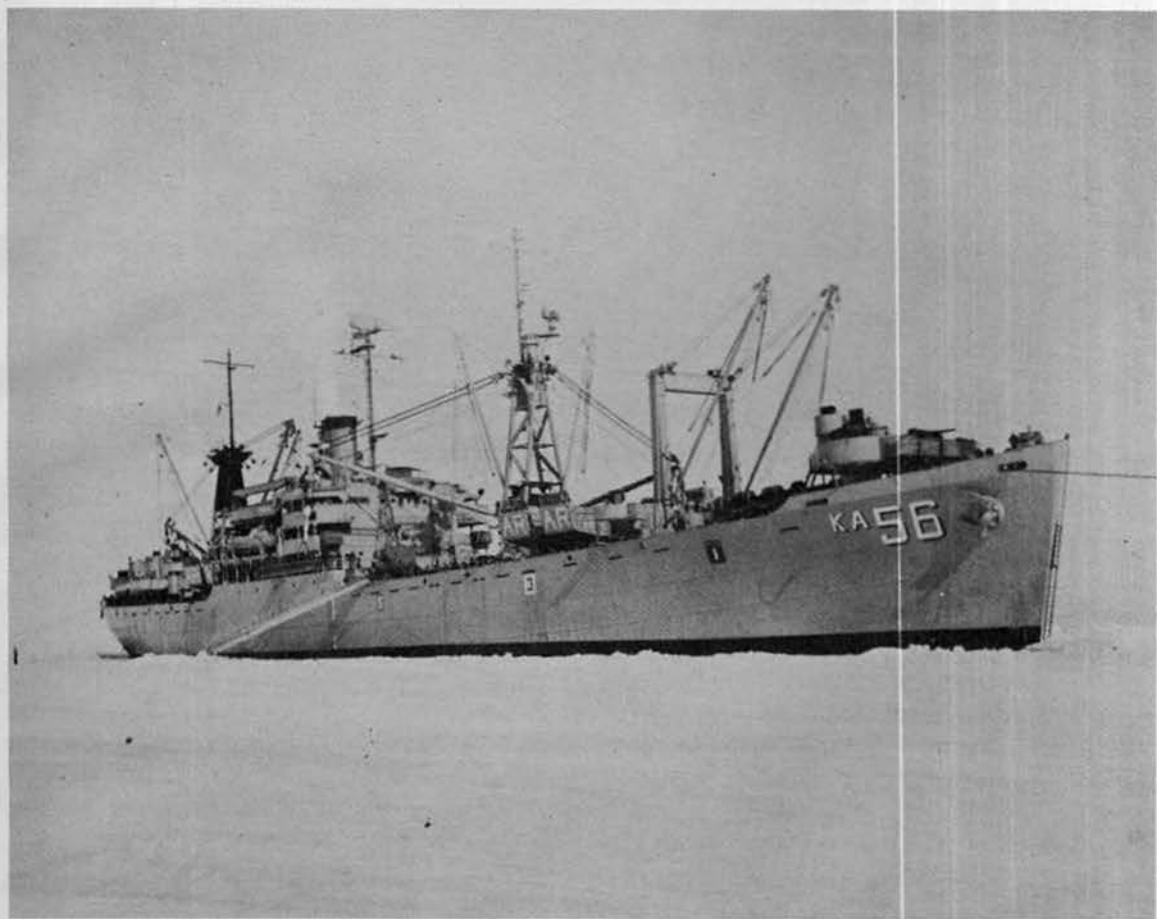
KNOX COAST

CAPE HALLETT

McMURDO SOUND

Antarctic Continent





USS ARNEB AKA-56 OPERATION DEEP FREEZE TWO AND 'ROUND THE WORLD CRUISE 1956-1957

The world around us is continually revealing new mysteries which await discovery by the world's scientists. From the time the Antarctic continent first was discovered in 1840 through the present nuclear era, this "frozen wonderland" has been one mystery confronting the scientists of the world.

The United States Navy's Operation Deep Freeze is supporting our scientists in their work at the Antarctic in conjunction with the International Geophysical Year in 1957-58. The IGY program is an effort of 39 countries to uncover many scientific riddles by recording phenomena such as weather, magnetism, gravity, anti-glow, and other geophysical elements.

Discoveries by our scientists will lead to a better world and the much-sought-after goal — progress for the World and our Nation. The Arneb in six months from November, 1956, to the 30th of April traveled 31,472 miles around the world in support of IGY. And in these pages that part will always be preserved.



The USS ARNEB, a veteran of many polar operations including last year's first Operation Deep Freeze to the Antarctic, began preparation for Operation Deep Freeze II in early autumn. ComPhibLant's only representative, she was loaded with 5,000 tons of cargo for the expedition at Davisville, Rhode Island, and, when Task Force 43 and Mobile Construction Battalion One personnel were "aboard", the ship was almost ready.

Returning to Norfolk she departed on November 2nd for Panama City transiting the Panama Canal. During the ship's short stay in Panama from Nov. 8 to Nov. 11, the officers and men enjoyed liberty Central American style.

The Arneb next dipped her bow into the vast Pacific Ocean and headed towards Wellington, New Zealand, where she arrived 18 days later on Nov. 30. New Zealanders treated the Arneb crew with the friendliness that has always been known of them, and, while the ship stayed in scenic Wellington from the 30th of November to the 10th of December, "all hands" were exposed to this unspoiled way of life.

Then on a rainy December 10th the Arneb set its course for the Antarctic where she was to spend three months contributing to the International Geophysical Year program.

The ship entered the 420-mile wide Ross Sea ice pack on December 16th, and arrived off Cape Hallett in Northern Victoria land on December 19th. She then was diverted to McMurdo Sound, arriving on December 24th under the shadow of the towering volcano of Mount Erebus.

An estimated one-hundred and fifty thousand penguins greeted the Arneb and the United States Coast Guard icebreaker Northwind, which accompanied her, when Task Group 43.6 arrived at Cape Hallett on December 29th. More than 9,000 penguins and their offspring were removed from a 100-yard area on December 30, 1956.

Then on New Year's Eve the Arneb met what could be considered its stiffest test since the day she was commissioned in 1943 when a severe continent storm trapped the ship between bay ice and a 200-mile ice field.

The incident marked the first time news of the ship appeared in the front pages of many newspapers in the United States, exemplified by the Detroit Times headline, "Antarctic Death Trap . . . Ice Grinds Two Ships."

Eventually breaking the wrath of the crushing ice, the Arneb made her way to within 800 yards of Cape Hallett on Jan. 2 where temporary repairs were effected. The next six days were spent erecting Adare Station and transferring cargo to "Penguin Beach" in the first United States amphibious unloading operation in Antarctic history.

Leaving Cape Hallett on January 9, she steamed to McMurdo Sound before leaving with the Glacier, the Navy's newest and most powerful icebreaker, and the Greenville Victory, for Knox Coast. On Jan. 31st the Arneb, again slightly damaged from the heavy pack ice of Vincennes Bay, found herself at Clark Island, one of the Windmill group, off Knox Coast, to unload cargo for the newest International Geophysical Year station.

Again the Arneb's boats, Navy Seabees and ship's company personnel joined hands to fight the race against time in building the station. For as February and March come to the Antarctic, its summer wanes, the air becomes colder and the ice which had broken up in mid-December begins to freeze once again.

Wilkes Station was erected and the Arneb, her bow facing north, left the Antarctic on Feb. 18th, and steamed to Australia, her Operation Deep Freeze duties completed for 1957-58.

Entering Cockatoo Island Shipyard in Sydney for 13 days for repairs on Feb. 28th, the liberty-starved crew took advantage of Sydney to the extent that the Australian metropolis was dubbed the best liberty port visited by the ship.

The propeller and rudder repaired, we left Sydney March 14th and spent two days enroute to Melbourne where we picked up two Olympic sailing yachts. From March 18th until April 28th the Arneb spent 38 days at sea, although stopping for three days, April 6th to 9th, at Capetown, Union of South Africa.

As April waned, the familiar shores of New England's Rhode Island appeared and Deep Freeze equipment was unloaded at Davisville where we arrived April 27th. Then we steamed into Norfolk on April 30th, home at last from 176 days circumnavigating the world.



DEDICATION . . .

Rear Admiral Richard E. Byrd, one of the world's foremost polar explorers, and technical advisor to Operation Deep Freeze, died on March 11, 1957 in Boston shortly after the completion of the second phase of the present expedition, which he called the fulfillment of his life's ambition. Born Oct. 25, 1888, in Winchester, West Virginia, he emerged from rural obscurity to become the most famous American explorer. His journeys into the Arctic and the Antarctic are unparalleled in the field of exploration, and he was the first to fly over the North and South poles.

At the bottom of the world he mapped more than 2,000,000 square miles during his four expeditions in 1928, 1934, 1939, and 1947. And, in 1934, he spent months alone in a shack 123 miles south of Little America, which he called his second home, and nearly died there when his companions had great difficulty reaching him through raging blizzards. Although he suffered severe physical stress during his long journeys he regarded the frozen wastes of the Antarctic with warm affection. After his exploratory flights he was said to have "eyes alight with the wonder he had seen — vast new mountain ranges curving off over the horizon . . . tortured glaciers . . . and the dismal white wasteland beyond the pole."

A graduate of the Naval Academy, he was forced to retire from active duty soon after he was commissioned because of a leg injury but his thirst for adventure could not be thwarted, and he soon returned to active duty with the Naval Air Corp, becoming one of the pioneers of Naval aviation. Serving in both world wars, at 41 he became the youngest Rear Admiral in United States Naval History, and received many decorations for his trips to the extremities of the earth.

His dream was that someday the Antarctic would become the Big Deep Freezer of Mankind, a place that would banish famine from the earth. He dreamed that the nations of the world might someday use this giant refrigerator; that when countries had a bumper crop they could put the surplus there for use in famine years.

Buried in Arlington National Cemetery on March 14, 1957, a 13-gun salute burst near the gravesite. A sailer held aloft the two-star flag of a Rear Admiral. The chaplain read the committal of the dead. There were three sharp musketry volleys, followed by a bular's "taps" in the distance. And, perhaps, if those who "wintered over" on Deep Freeze II were listening closely they could hear an echo of this burial ceremony reverberate from the towering peak of Mount Erebus at Antarctica's McMurdo Sound.

To Admiral Byrd's memory, from all the members of Deep Freeze on the Arneb who have viewed with awe some of the majesty of his "giant refrigerator", we most humbly dedicate this book.

THE EDITORS

"OUR SKIPPER"



NELS C. JOHNSON
Captain, U. S. Navy

Captain Nels C. Johnson, USN, commanding officer of the USS ARNEB, is a veteran of 22 years in the United States Navy. Born in Auburn, New Hampshire, Captain Johnson is the son of Claus Johnson and Adolfinia W. Johnson.

He entered the United States Naval Academy at Annapolis in 1930, and upon graduation was commissioned to the grade of ensign on May 31, 1934. He was married to Dorothea Lindall of Bremerton, Washington, on June 16, 1936 in Seattle, Washington, and has one daughter, Veronica M. Johnson.

Captain Johnson served as watch and division officer aboard the USS LEXINGTON CV-2 from 1934 to 1938. In 1938 he became chief engineer and gunnery officer on the USS HERBERT DD-160, the ship being attached to Squadron 40T in the Mediterranean.

He was chief engineer aboard the USS RINGGOLD DD-89, and the USS REID DD-369 from 1940 to 1942, and, in the latter ship, participated in World War II operations in the Pacific at Pearl Harbor, Midway and in the Aleutians.

Captain Johnson was assigned his first command in 1943 when he became commanding officer of the USS MCCLANAHAN DD-615, which participated in Pacific operations, and the North African, North Atlantic and Mediterranean campaigns of World War II.

In 1944 he was assigned to the Surface Division, Anti-Submarine Development Detachment of the U. S. Atlantic Fleet. He served in this capacity until 1946 when he became commanding officer of the USS WITEK DD-848. In 1947 he was assigned as Fleet Anti-Submarine Warfare Officer on the staff of the Commander in Chief, U. S. Atlantic Fleet. In 1950 he became plans officer on the staff of the North Atlantic Ocean Regional Planning Group of NATO.

More recently he has been Commander of Destroyer Division 262 which was engaged in operations in Korea and the Formosa Straits. He served in this assignment until 1953 when he was transferred to the Office of the Chief of Naval Operations in Washington, where he worked in the Strategic Plans Division.

Before becoming commanding officer of the ARNEB this year, he spent a year as a student at the National War College.

In addition to the normal campaign medals of World War II and the Korean War, he has been awarded the Legion of Merit with Combat V.

"OUR



EXEC"

FRED P. MCDANIEL
Commander, U.S. Navy

Fred P. McDaniel, Commander, USN, executive officer of the USS Arneb, was born in Buffalo, Missouri, on January 8, 1918, son of Clarence and Frances McDaniel. Attending Montana State University and California Polytechnic Institute, he was commissioned Ensign on November 20, 1940, and received a special aviator designation the following month after completing the Naval Aviation Cadet program at Pensacola.

Serving as an instrument instructor from 1940 to 1942 he eventually became operations officer at a Hollywood, Florida base in 1942 for one year. Further assignments included naval air stations and flight squadrons at San Diego, California, Norman, Oklahoma, Corpus Christi, Texas, and the Philippines.

He attended the General Line School at Newport, Rhode Island, from 1949 to 1950, and was attached to the Bureau of Aeronautics from 1950 to 1952. As Navigator of the USS ORISKANY (CVA) in 1952-1953 he navigated the ship around Cape Horn, the first time it had been accomplished by a ship its size.

A public information officer at Pensacola, Fla., from 1953 to 1955, he later attended various officers' short course schools, until, on May 6, 1956, when he became the executive officer of the Arneb.

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OPERATIONS
L.L. McCall, LCDR



DECK
W.E. Wheeler, LCDR



NAVIGATION
D.J. Krejcarek, LT.



SUPPLY
T. Hamilton, Jr., LT.



MEDICAL
R.E. Dellinger, LT.



ENGINEERING
W.E. Scanlon, LT (jg)

**H
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D
S**

Remaining Ship's Company Officers



Lt. (jg) Arthur M. O'Hara,
USN



1st Lt. John T. Kulak, Jr.
USMCR



Lt (jg) Larry K. Wilson,
USNR



Lt (jg) Leo A. Higgins,
USN



Ens. Jeremy T. Garland,
USNR



Ens. John R. Seesholtz,
USN



Ens. Peter M. Klein,
USN



Ens. George E. Clark,
USN



Ens. Richard C. McAllister,
USN



WO/W3 David A. Elder,
USN



WO/W2 Norman B. Grant,
USN



WO/W1 Alfred (n) Olson,
USN

TASK FORCE 43, UDT 21, MCB 1

OFFICERS AND CIVILIAN PASSENGERS



Captain Gerald Ketchum



Captain William Calder



Captain M. C. Hedbloom



Commander Fred Dustin



Lt. Cmdr. Charles Shirley



Lt. Cmdr. Glenn Glezon



Lt. Cmdr. Denzil Myers



Lt. Cmdr. Joseph Fernald



Lt. Joseph Grier



WO/W2 William Blevins



Lt (jg) Norman Olson



Lt (jg) John Connelly



Thomas Aggson



Lt. Raymond Loomis



Lt. Juan Tur



Lt (jg) Richard Griffith



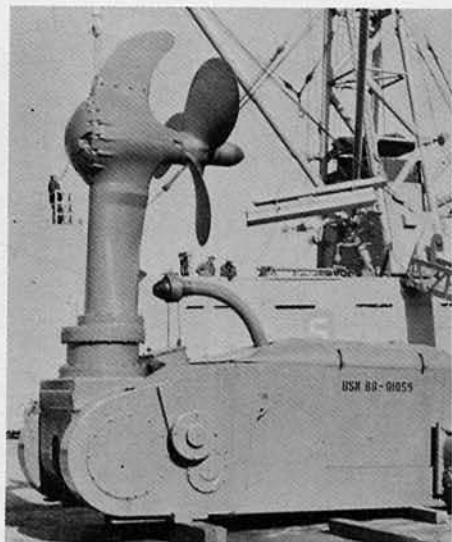
Ens. William Grossan



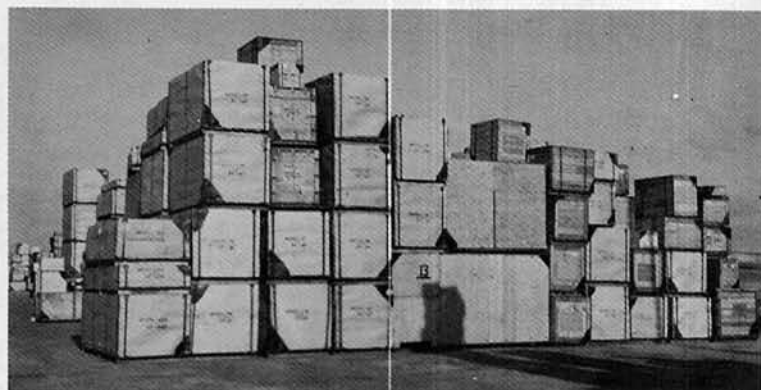
WO/W2 Offie Drennan

Deep Freeze Duty Begins

**5,000 TONS OF CARGO
LOADED AT DAVISVILLE, R. I.**



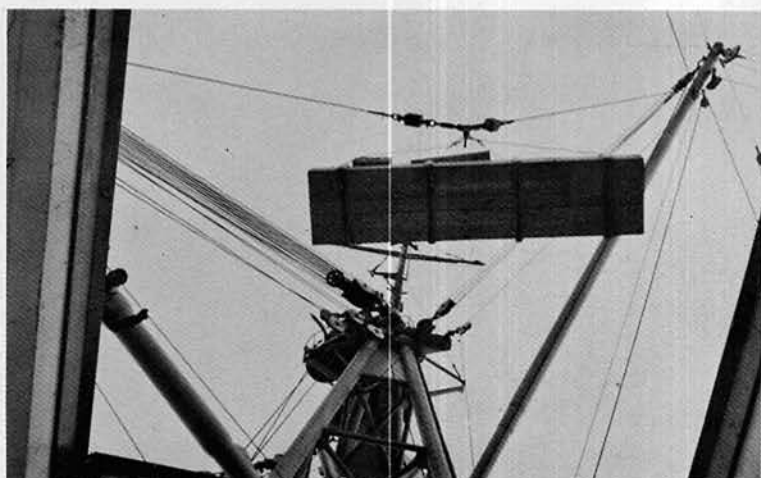
AWAITING STOWAGE... Propulsion unit for pontoon barge on pier at Davisville.



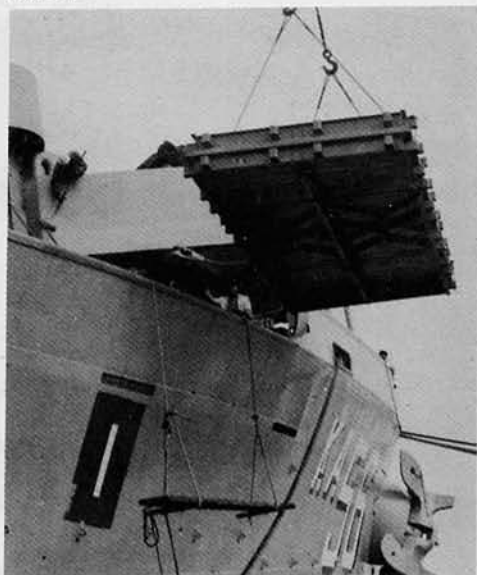
SWELLING OUR LOAD... Knox Coast and Cape Hallett cargo piled high by stevedores.



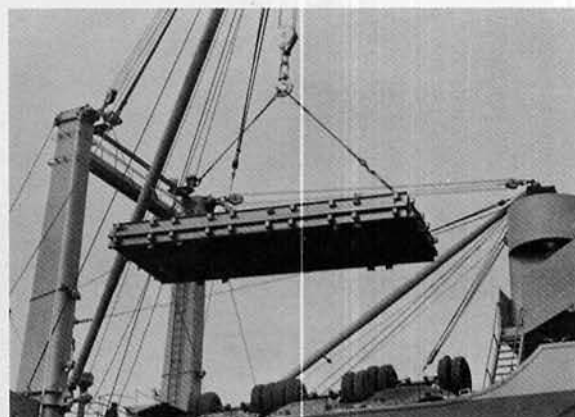
TRAVELING TRACTOR... Destined for cold climate tractor is alone in the United States for the last time.



LOWERING DEEP FREEZE CARGO... Crated equipment being lowered into Arneb's holds.



REPORTING ON BOARD... Part of sled bed is raised from pier during loading operations.

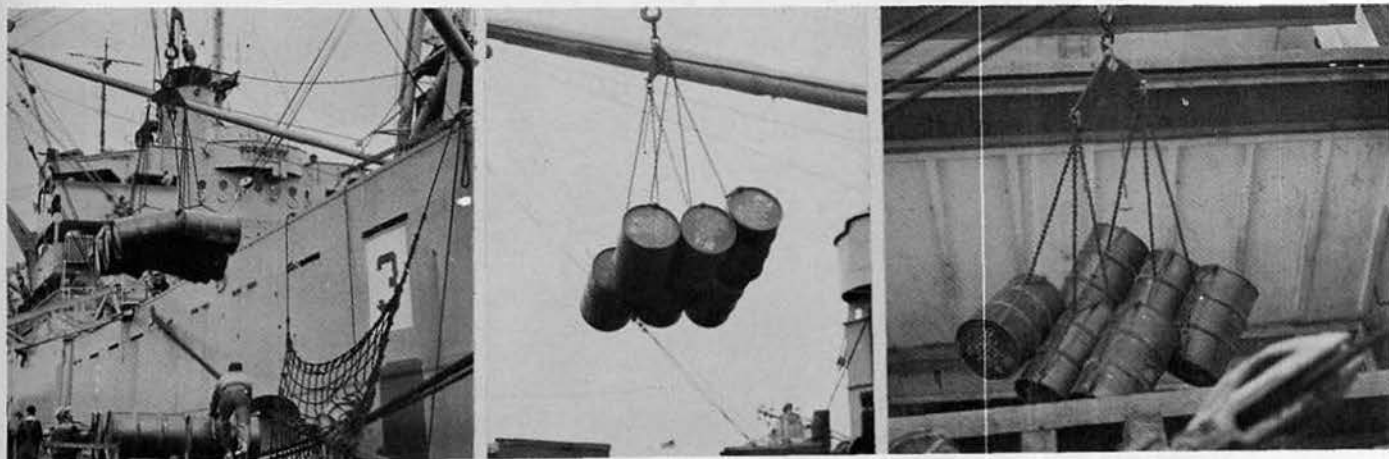


IN A CURIOUS WAY... It's rope yarn every day before the bed hears reveille in the Antarctic.

UP...

OVER...

...IN



"Norfolk Necessities"

DAVISVILLE, Oct. 27... On a crystal clear Saturday morning, the Arneb, fully loaded, left Davisville and arrived in Norfolk Naval Shipyard Sunday where last minute repairs were made. Completed in two days, the ship moved to the Naval Operating Base.

Farewells to friends and relatives were telegraphed, telephoned, mailed and made in person. Last minute Christmas packages were bought and final liberties in the "States" were enjoyed.

Backstage the general warm up for the deep freeze sprinkled conversations with energetic enthusiasm. Then the houselights dimmed on the U.S.

Curtain Time... Nov. 2, 1956. 11 a.m. Norfolk behind us, the show got on the road and the Arneb spotlight shown bright on Operation Deep Freeze 11.



GOING... Norfolk, Nov. 2... We lined up to hear the COMPHIBLANT band shake, rattle and roll us on our way.



GOING... In tune with the times musicians struck up "Anchors Aweigh"



GOING... So long, see you in the Spring.



GONE... Beginning swing into harbor leaving the U. S. behind.

The Panama Canal



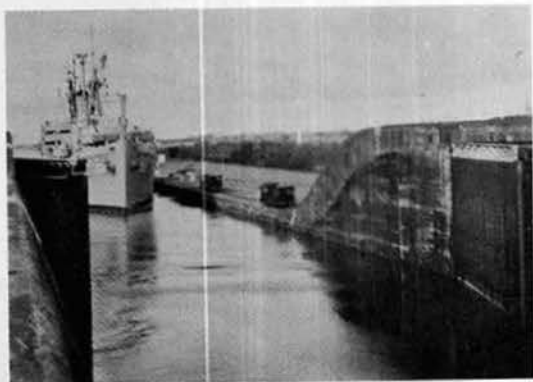
PANAMA PASSAGE... Panama...
Nov. 8... Slowly we enter the mile-
long Gatun locks.



MULE TRAIN THROUGH ISTHMUS... 47-ton mules guide
us through.



GATUN HO!.. Passing main office of lock.



GET READY... Heavy gates open allow-
ing us to enter.



ON YOUR MARK... Locked
in we're going up in the world
via fresh water pressure.



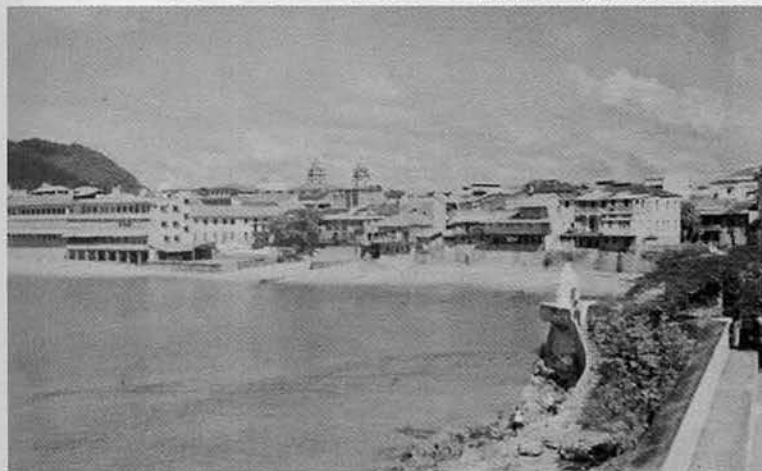
GET SET... All buoyed up
85 feet above sea level.



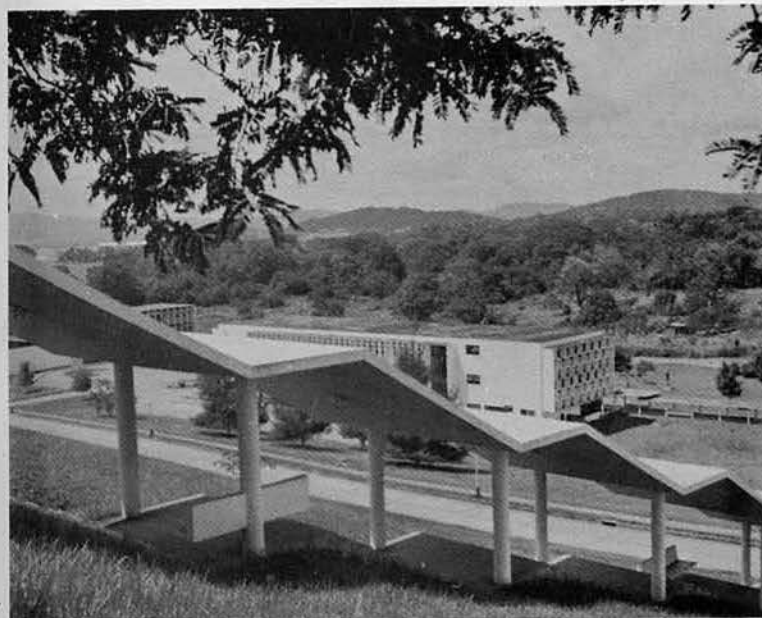
GO... Under our own steam Gat
Lake awaits to be crossed.



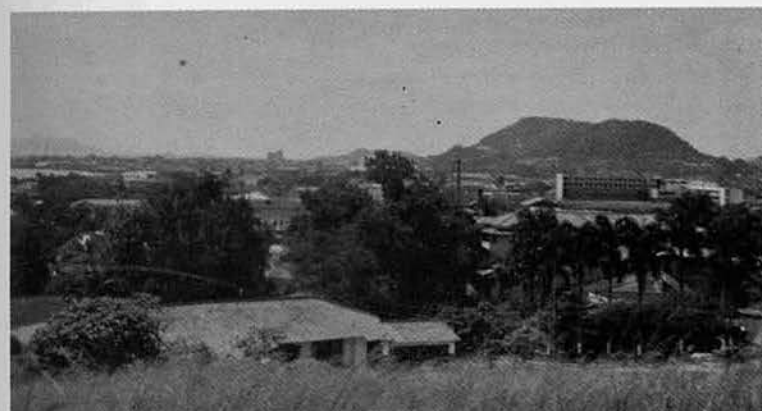
PANAMA CITY



PANAMA BY THE SEA... Looking at the old section of the city across the bay.



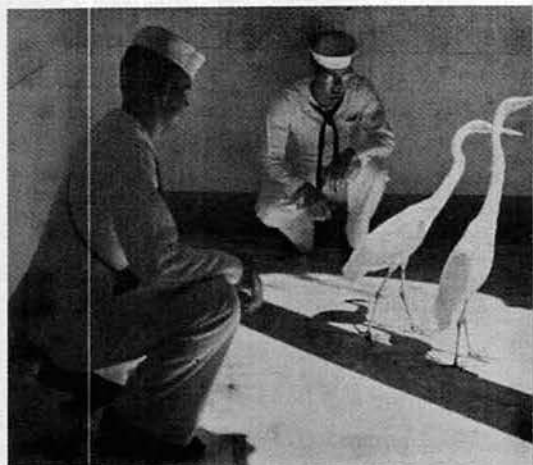
THAT FORWARD LOOK... University of Panama spread out on plateau above city.



PANAMA 'PANARAMA'... Weed's eye view of Central American skyline.



LEADER EXTRAORDINARY.... Simon Bolivar keeping vigil in front of Panama school.



YE GADS EGRETS!.. Keeping our distance from these rare, beautiful birds gracing the marble lobby of the Presidential Palace.



HERE'S HOW IT WORKS... Three native musketeers get lowdown on puzzling picture machine.



HOUSE OF LEARNING... Columns hold up decorative educational institution, Colegio de Saint Augustine.



CENTRAL AMERICAN WHITE HOUSE... Sea shells set in marble pillars, starlight walls mark Presidential Palace.

Panama

WORLD'S LIFELINE COMMEMORATED ... Las Balbedos tells graphic story of historic building of the Panama Canal.



Culture

WESTERN HEMISPHERE SOLIDARITY.. Simon Bolivar views table where President Eisenhower and other American continent presidents signed Pan American Congress in July, 1956.

Pollywogs Become Shellbacks NOV.13



BOUNTIFUL BEAUTIES



MISS AMERICA BEWARE



POLLYWOG DEMOLITION CHARGE



KING (NEPTUNE) FOR A DAY



ROYAL BABE... KISSIN' SWEET



AH HA, A CAVITY



DOWN FOR DUNKING



OH MY ACHING...



I'M A POLLY (BLUB) SHELL (BLUB) BACK



SO YOUNG TO BE BALD



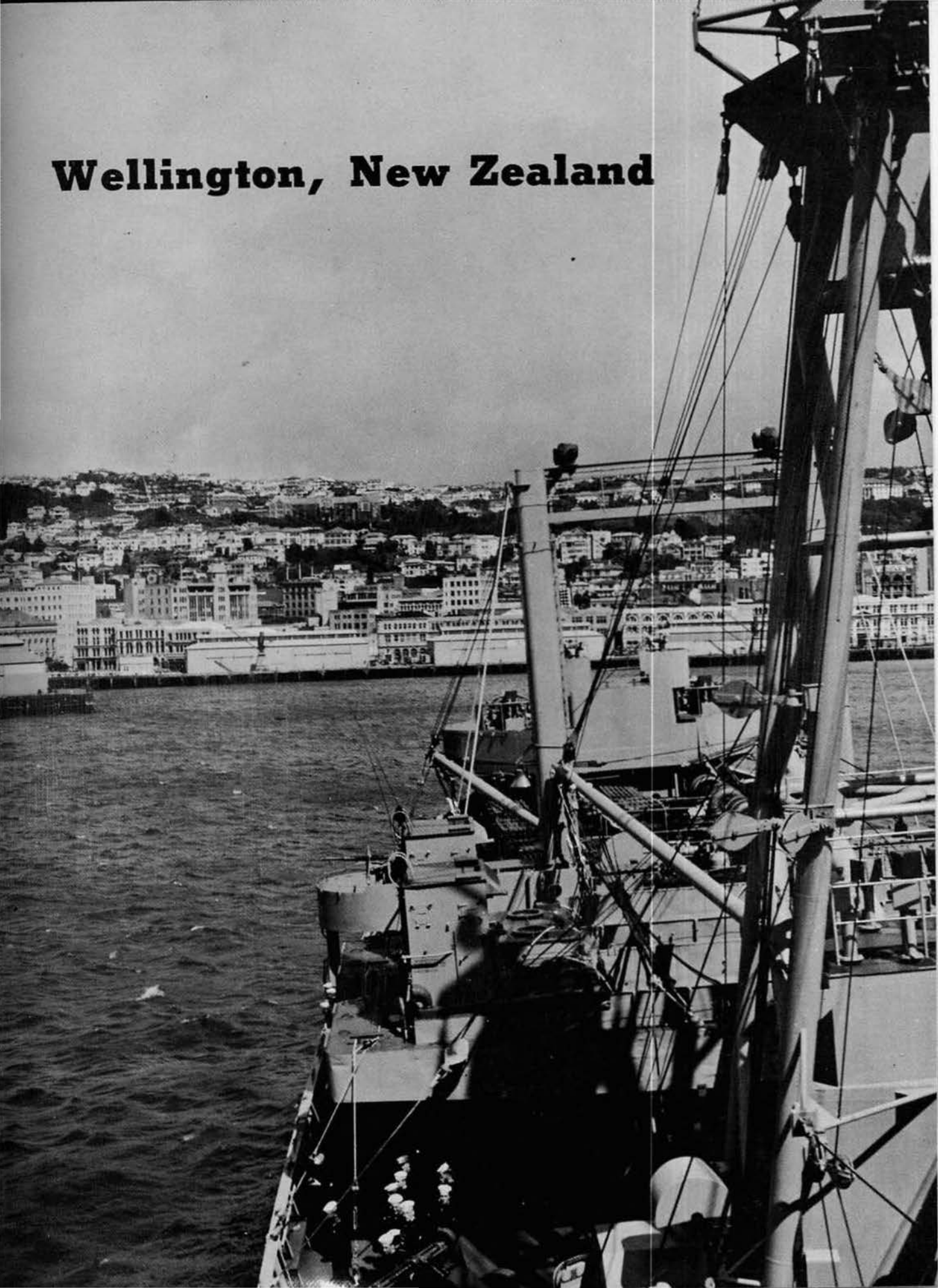
WHAT ARE YOU?

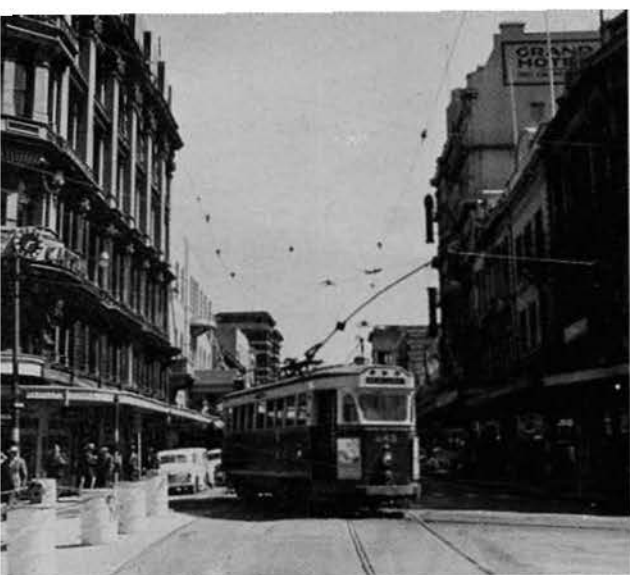


JUNKED JOURNALIST

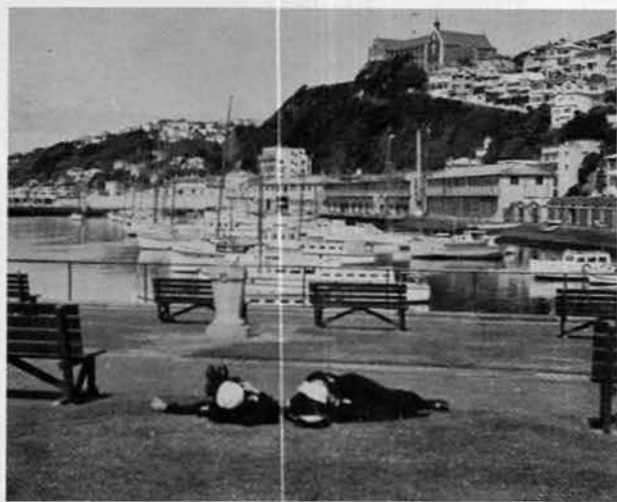


Wellington, New Zealand





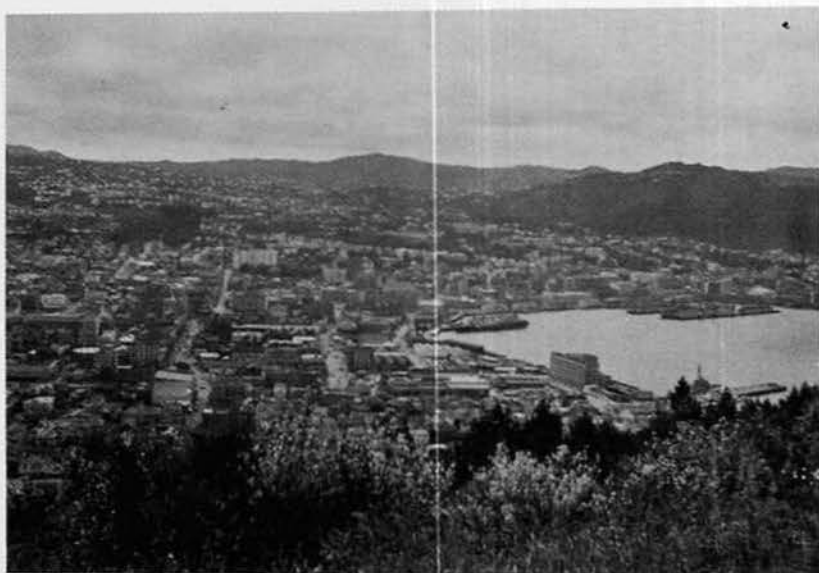
MELVILLE'S CORNER, HEART OF CITY



BASKING IN LAGOON SUN



HERDING TIME



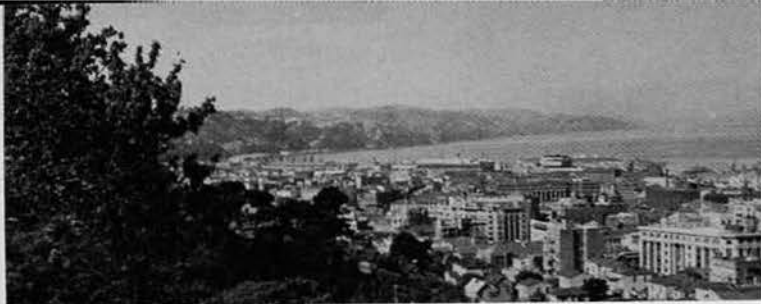
HARBOR HEAVEN FROM MOUNT VICTORIA



DECEMBER BLOOM



PATHWAY OF BEAUTY... BOTANICAL GARDENS



BIRD'S EYE VIEW



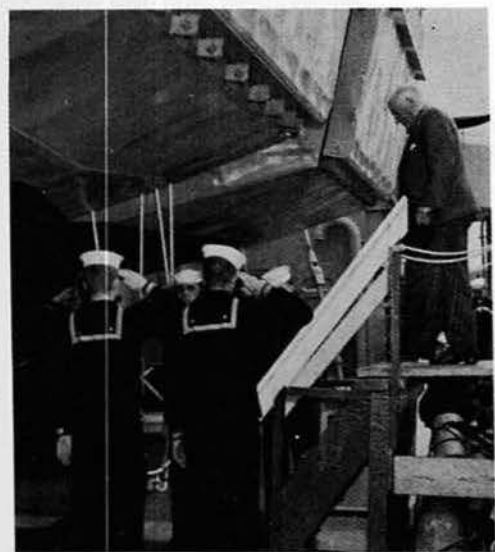
KIWI CAPITOL



HIGH IN MOUNTAINS NEAR WELLINGTON



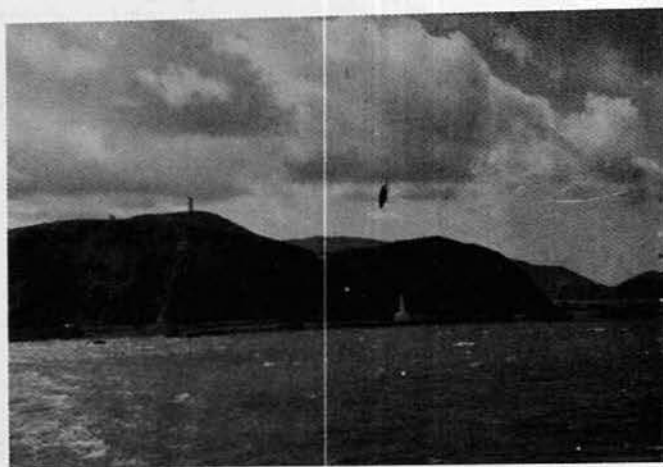
SCENIC SUBURB, ISLAND BAY



HIS WORSHIP - THE MAYOR

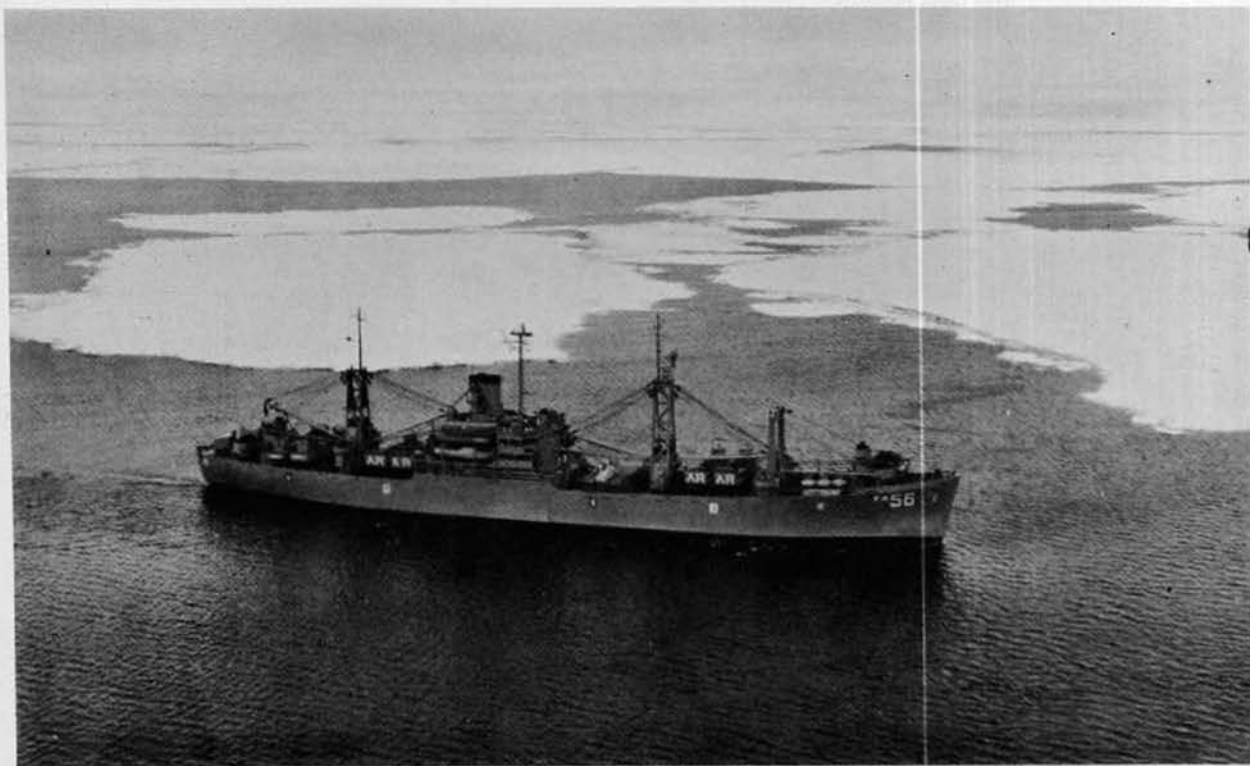


NEW ZEALANDERS WISH US WELL



LAST GLIMPSE - BEFORE THE ICE

Antarctic Entrance



Ross Ice Pack...Dec. 16...A white wilderness before us, the Arneb steamed across the Antarctic Circle toward Cape Hallett in the northern reaches of Victoria Land. Seabees were destined to build Adare Station, joint United States-New Zealand International Geophysical Year base.

An occasional ice berg floated by as if to greet us --- invaders of the penguin premises on the frozen continent. The Arneb would unload cargo in Mowbray Bay, Cape Hallett, and then proceed to Knox Coast to establish a new United States base.

The Antarctic summertime beckoned and the ship proceeded, following the Coast Guard icebreaker Northwind's lead, into the 420-mile wide ice pack which separated the sea from the southernmost domain in the world.



UNBALANCED LIFE FOR REPAIRS

December 17... Pack ice ripped a 30-inch gash in the hull of the ship early this afternoon enroute to Cape Hallett, Antarctica.

Immediate action by the Arneb damage control parties stemmed flooding in her forward most cargo hold. The slash came at the waterline on the starboard side.

Captain Nels C. Johnson, USN, commanding officer, had heavy landing craft swung over the port side to create a 10-degree list thus exposing the starboard hull below the waterline. Within five hours repairs were made and the ship got underway again.

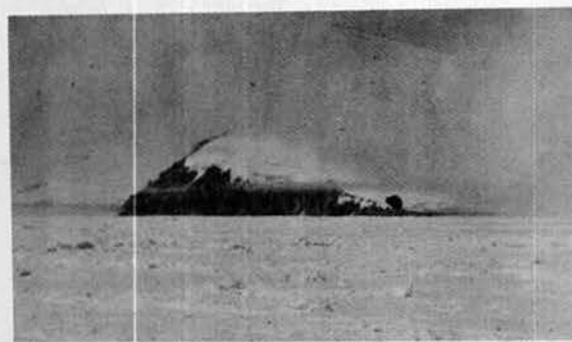
December 19... Within shouting distance of Cape Hallett, the Arneb received a radio dispatch rerouting the ship immediately to McMurdo Sound to transfer one D-8 tractor for use on the landing strip.



HELLO ANTARCTICA! ..Cape's towering peaks



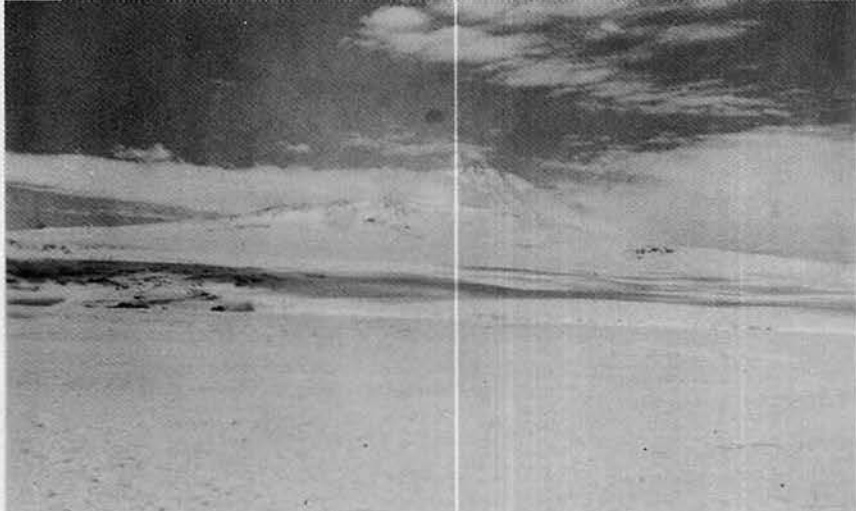
ABOUT FACE THROUGH BAY ICE



MCMURDO MARKER...Beaufort Island



Arneb Follows In Northwind's Wake



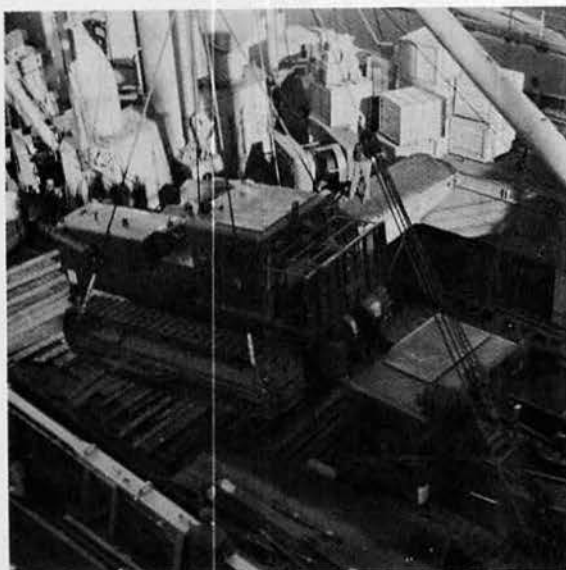
Smoking Peak - McMurdo's Mount Erebus



McMurdo Sound... Dec. 24... After tying up alongside the Greenville Victory with the Glacier moored to the starboard side of the Victory, work began on the unloading of No. 3 hold to get at the huge D-8 which was to be transferred.



INTER-SHIP COMMUNICATION... Signal bridge



Hugh D-8 tractor was lifted out of the hold after two days and transferred to the Greenville Victory eventually destined for Little America for use in building a landing strip.

Merry Christmas



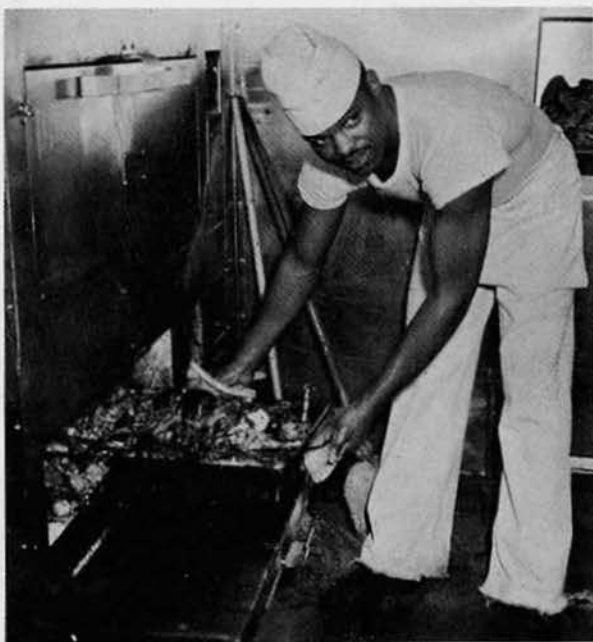
CAPTAIN PRESENTS TWO FAITHFUL STEWARDS WITH CHRISTMAS GIFTS



CHURCH SERVICES ON THE ICE CHRISTMAS MORNING.



Christmas Dinner At McMurdo Sound



HOT GOBLER



CARVED FOR CONSUMPTION



MAKE MINE WHITE MEAT



SANTA CAME TOO... RED CROSS PACKAGES



TASTE-TEMPTING CHOW



YULE SPIRIT IN THE WARDROOM



MESS DECK ORNAMENTATION

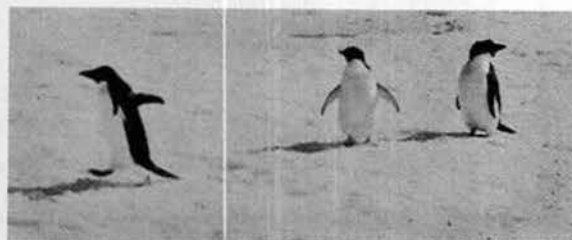
McMurdo Sound...Dec. 25...It was truly a "White Christmas" for us at McMurdo Sound. Most of the afternoon was spent on the ice investigating the nearby land and chasing a few unsuspecting penguins.

It was a day spent in relaxation and in worship of the birth of Jesus Christ thousands of miles from the United States. Many minds drifted homeward while all hands opened packages furnished by the American Red Cross.

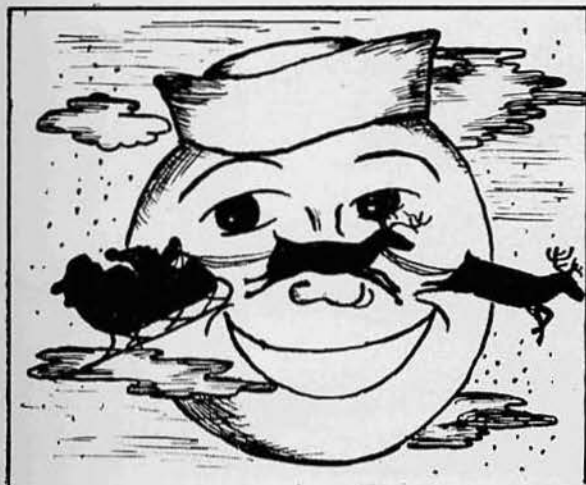
Like our friends, relatives and neighbors on our home continent, we, at the bottom of the world, made merry on December 25th.

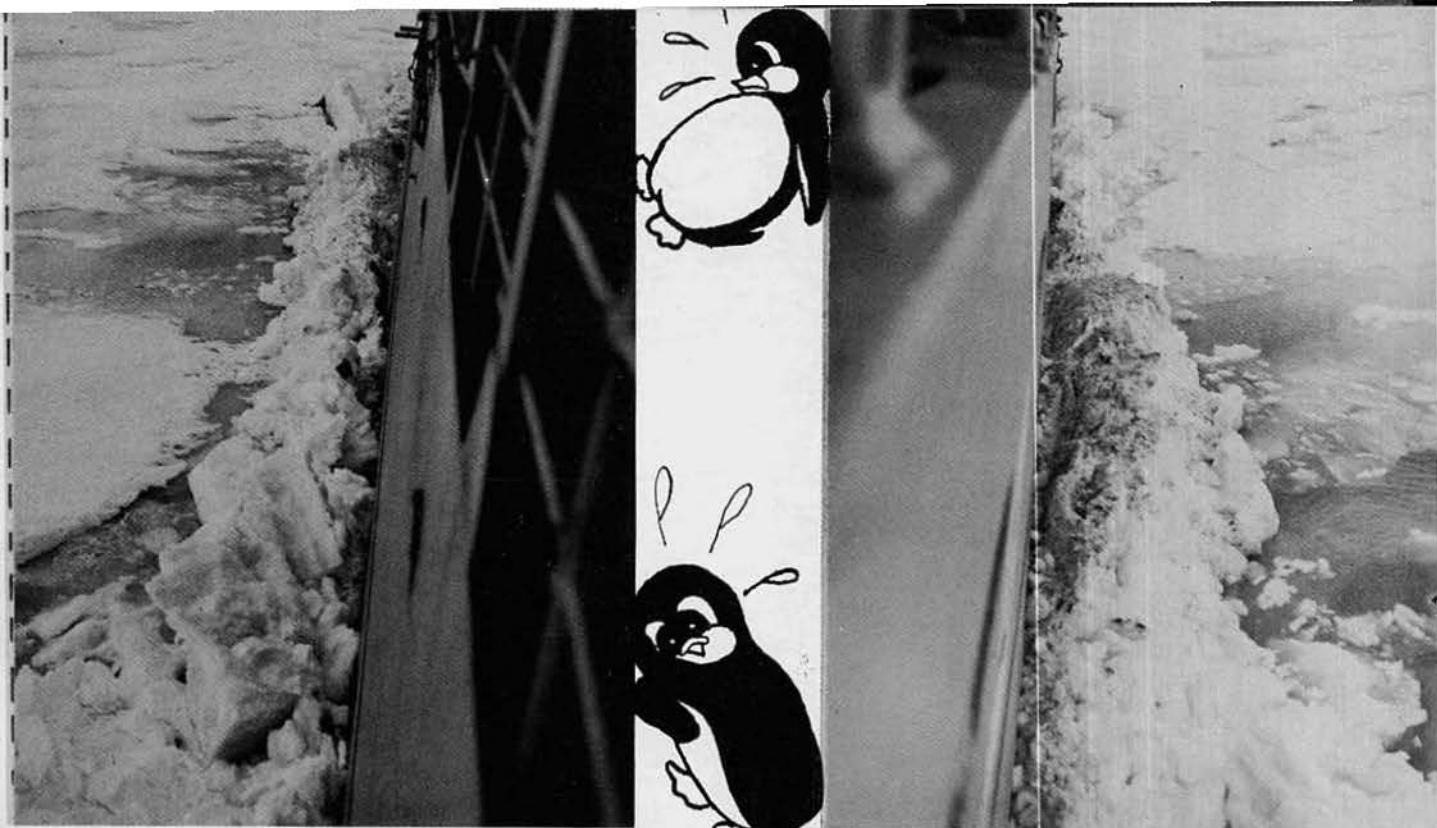


A LARGE CHRISTMAS SEAL



NATIVES BEARING GIFTS?





PORT PUSH

STARBOARD STALEMATE

"The Big Squeeze"

CAPE HALLETT, ANTARCTICA, New Years, 1957 - 'Lest we forget - An unpredicted storm of near hurricane proportions howled out of the Antarctic continent New Years eve and winds gusting up to 60 knots drifted tremendous ice floes across Mowbray Bay trapping the Arneb between pack ice and fast bay ice.

Icebergs towering 150 feet in the air and the size of two city blocks loomed out of snow squalls and marched steadily down upon the ship pushing tremendous pressure ridges before them. The ship fought with full power to free herself.

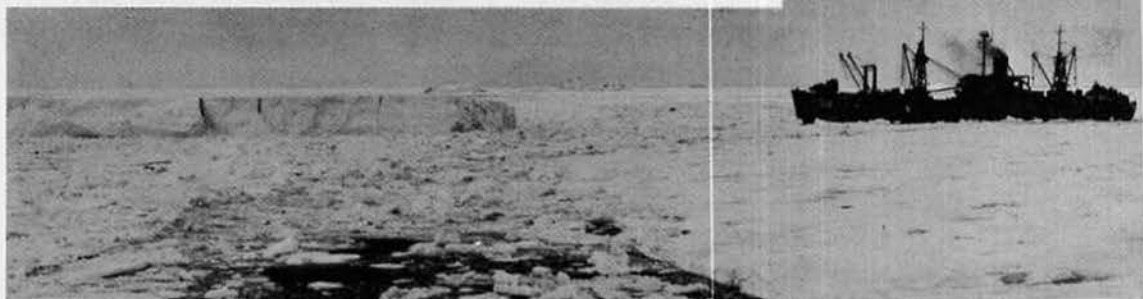
Steel side plates of the ship were under continuous hammering and large "I" beams bent and groaned. One large berg wanted to occupy the same area of the world the Arneb was occupying.

Seams ruptured and cracks appeared in the hull --- and gallons of sea water poured into the ship. Repair crews fought the Antarctic attack working in 29-degree water for hours that seemed endless.

And the Captain remained on the bridge, ever watchful, refusing to "give up the ship" although at times the situation seemed helpless.

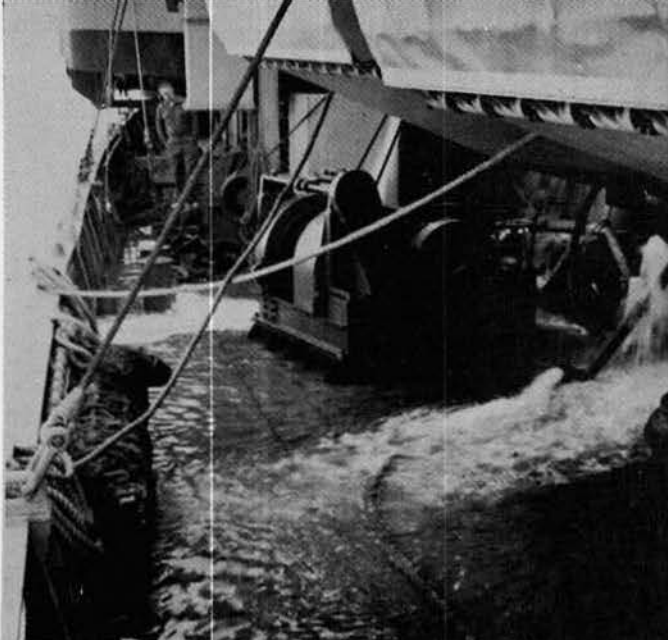
Trapped for 48 hours, "The Big Squeeze" ushered in a "Happy New Year" for the Arneb without a "fond adieu" to the old.

ICEBERG PARADE OF 1957...Arneb, stranded, watches menacing review.





"HULL" OF A PROBLEM



IN AGAIN - OUT AGAIN
....Flooding being controlled



ICE BREAK Frozen death grip recedes

Shudder To Shelter

Damage control parties and repair crews went into action immediately when water poured into the Arneb's holds endangering the cargo destined for Cape Hallett and Knox Coast. The Underwater Demolition Detachment of Team #21 went into the holds to investigate the extent of the damage from the pressure ice, and searched in 29-degree water four to twelve feet deep for areas needing repairs.

Damage control central recorded the damage as reports from the investigators came in. The bridge was informed and soon the extent of the damage to the ship was tabulated.

The ship's propeller had been damaged, 99 frames had been bent, the rudder twisted 18 degrees, several cracks were found in the hull, and the former hole in the starboard hull seam below the waterline had been reopened.

On the deck ten pumps, including three "high-lined" from the Northwind nearby pulled water out of the holds. The damage control parties were working around the clock but the ship, still in her helpless condition in the pressure ice, lay vulnerable to the treacherous icebergs passing by.

We were in serious trouble until early in the morning of January 2 when a crack appeared in the ice, and the Arneb, with the Northwind's help, broke loose from Antarctica's stranglehold and reached the shelter of Cape Hallett to bandage her wounds.



"NORTHWIND" AID AS ICE LOOSENS

U. S. NAVAL DISPATCH
SND GEN 1007

FROM: ADMNO COMPHIBLANT CLASSIFICATION PLAIN PRECEDENCE ROUTINE
ACTION: USS ARNEB
INFO: COMMANDER TASK GROUP 43.6 / COMMANDER TASK FORCE 43

032032Z

CONGRATULATIONS ON BREAKING OUT X EVERY ONE HERE FOLLOWING YOUR SITUATION WITH KEEN INTEREST MUCH SYMPATHY AND HIGH HOPES YOU WILL BE ABLE EFFECT REPAIRS SUCCESSFULLY X KEEP UP THE GOOD WORK...BT...

VIA: H NR 234 // WRITTEN UP BY SKELLY

RELEASE	CWO	YOR	TOD	DATE	D/T GR.																		
	MR WILSON	0303Z		4 JANUARY 57	032032Z																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24

NAVY—DPPO SNO NoVa

WELL DONE...

U. S. NAVAL DISPATCH
SND GEN 1007

FROM: COMPHIBTRALANT CLASSIFICATION PLAIN PRECEDENCE ROUTINE
ACTION: USS ARNEB
INFO: COMMANDER TASK FORCE 43 / COMPHIBLANT

032152Z

CONGRATULATIONS ON SUCCESSFULL BREAKOUT X NORFOLK TELEVISION STATION WILL CARRY GOOD NEWS ON SIX OCLOCK BROADCAST FOR FAMILIES TO GET GOOD NEWS TONIGHT ... BT ...

VIA: H NR 247 / WRITTEN UP BY SKELLY

RELEASE	CWO	YOR	TOD	DATE	D/T GR.																		
	MR WILSON	0507Z		4 JANUARY 57	032152Z																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24

NAVY—DPPO SNO NoVa

U. S. NAVAL DISPATCH
SND GEN 1007

FROM: CNO CLASSIFICATION PLAIN PRECEDENCE DEFERRED
ACTION: USS ARNEB
INFO: CTF 43/CINCLANTFLT/COMPHIBLANT/CTG 43.6

YOUR SKILL AND SEAMANSHIP EVIDENCED IN FREEING YOUR SHIP AND MINIMIZING THE EFFECTS OF THE UNEXPECTED HIGH WINDS AND RESULTING PACK ICE ARE HIGHLY COMMENDABLE X THE EFFECTIVE MEASURES TAKEN TO REPAIR THE DAMAGE AND TO READY YOUR SHIP FOR CONTINUED OPERATIONS SHOWS A QUOTE CANDO UNQUOTE SPIRIT WHICH IS EXTREMELY GRATIFYING X I PERSONALLY CONVEY A QUOTE WARM REPEAT WARM WELL DONE TO ALL HANDS UNQUOTE X ARLEIGH BURKE

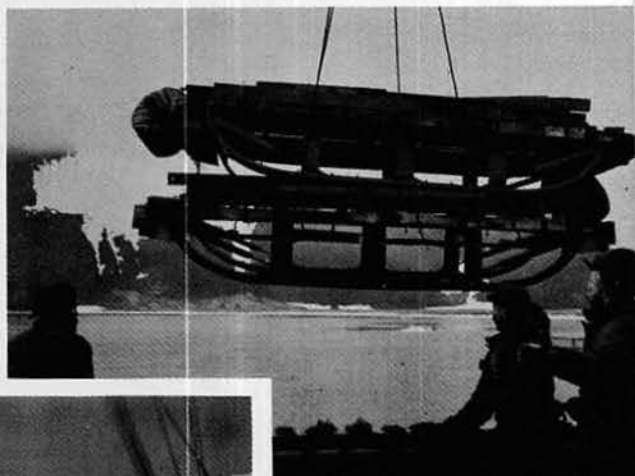
RELEASE	CWO	YOR	TOD	DATE	D/T GR.																		
		0903Z		10 JAN 1957	090338Z																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24

NAVY—DPPO SNO NoVa

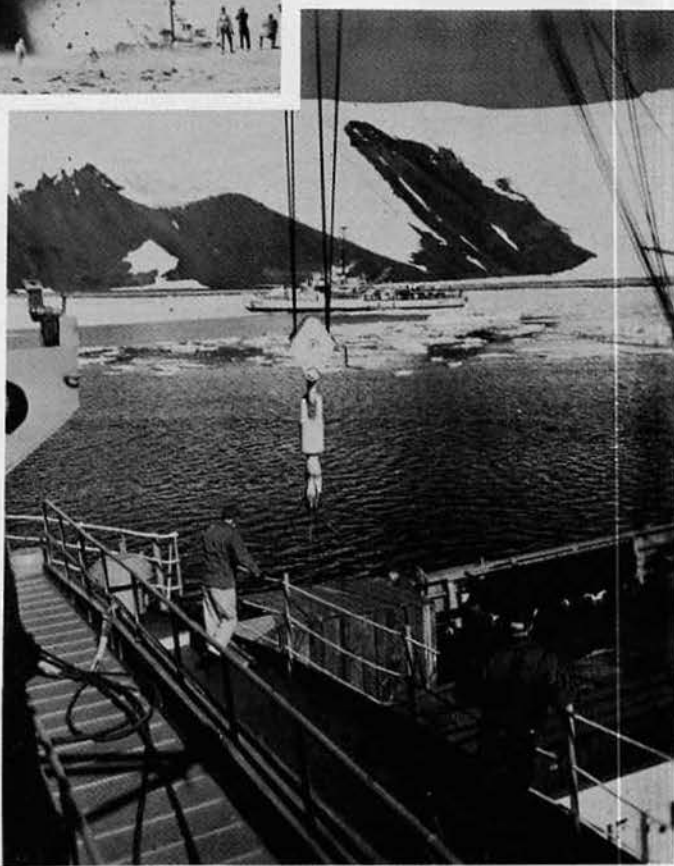
Adare Station Jan. 2 To Jan. 9



ROAD TO THE BEACH
.... UDT and TNT
blast the way



SNOW SLEDS
... Over and Out

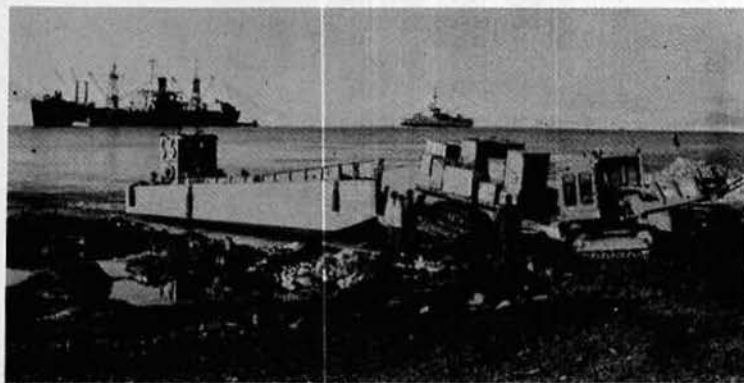


HALLETT FRONTIER
... Unloading distilling unit

LOADED LCM
LEAVES SHIP



DELIVERING THE
GOODS Davis-
ville to Hallett shore





1 HOOK, LINE AND GRANITE CLIFF

The first United States amphibious unloading operation in the history of the Antarctic continent could never have been accomplished without the successful efforts of the Arneb's hatch crews and coxswains who, with the Seabees, were the key figures in the unloading operations.

Working in two, 12-hour shifts, around the clock, cargo was transferred in a constant flow from the Arneb's holds into the huge landing craft and hence onto the beach.

When the unloading was finally completed, the ship's first and second divisions had unloaded and moved to the base site 2,600 measured tons of cargo.



CARGO LIFT ... BIG HELP



IN THE HOLDS

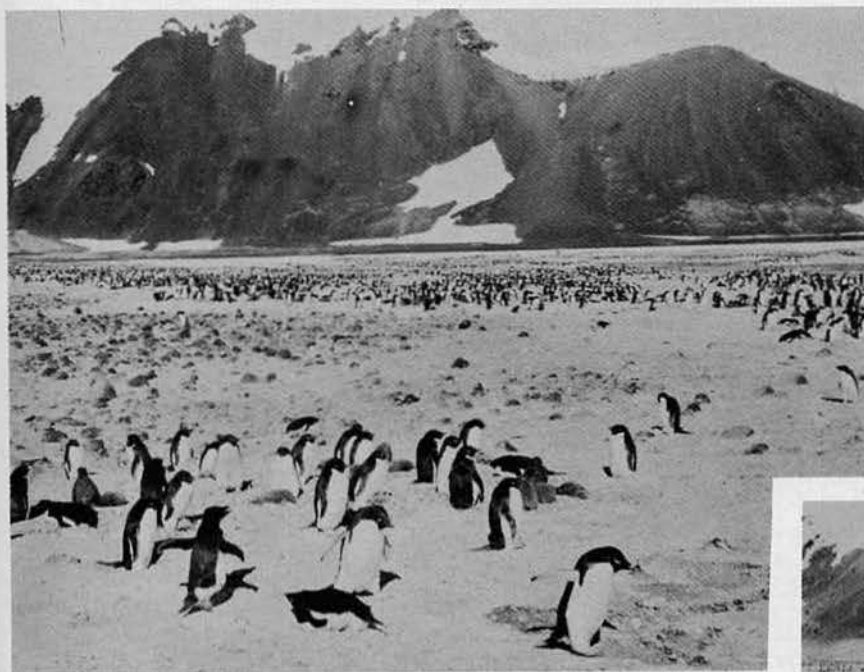


ON DECK ... SHIFT BAKER



INTO THE "MIKE" BOAT

"And-On The Beach"

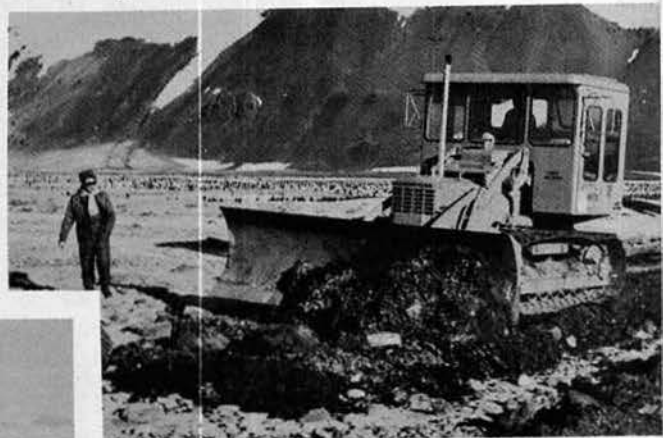


ALL RIGHT WHO DID IT?
... Local gentry pondering recent move

Penguins, 150,000 of them, were found on the site selected for the base. Twenty men removed 9,000 in Operation "Penguin-Lift."

Then SeaBees of Mobile Construction Battalion One went to work constructing the 11-building base. A supply dump was graded and personnel worked in two, 12-hour shifts under the continuous daylight of the Antarctic summer.

In eight days the station began to take shape, as the detachment of SeaBees erected the red, steel-sided huts on the ground where the penguins once nested..



GRADING TERRAIN
... Ancient volcanic ash gives way
under D-4 power

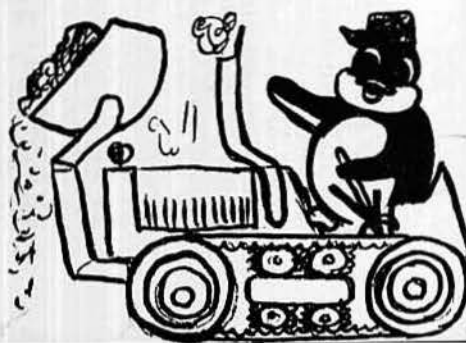


LUMBERING ALONG... Housing
material transported to base site

ADARE VILLAGE ... IGY
International effort



TURN TO - SEABEE STYLE

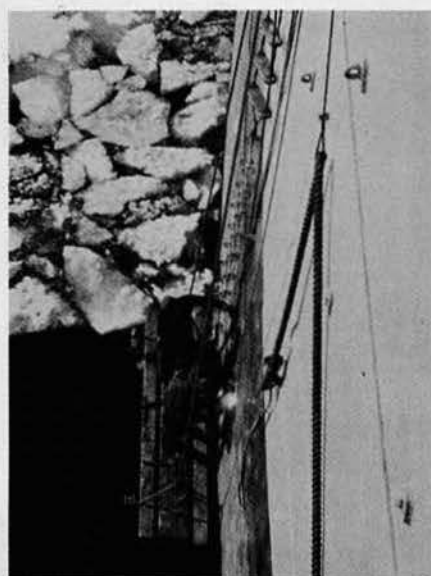




FIRST AID - A LONG WAY
FROM HOME



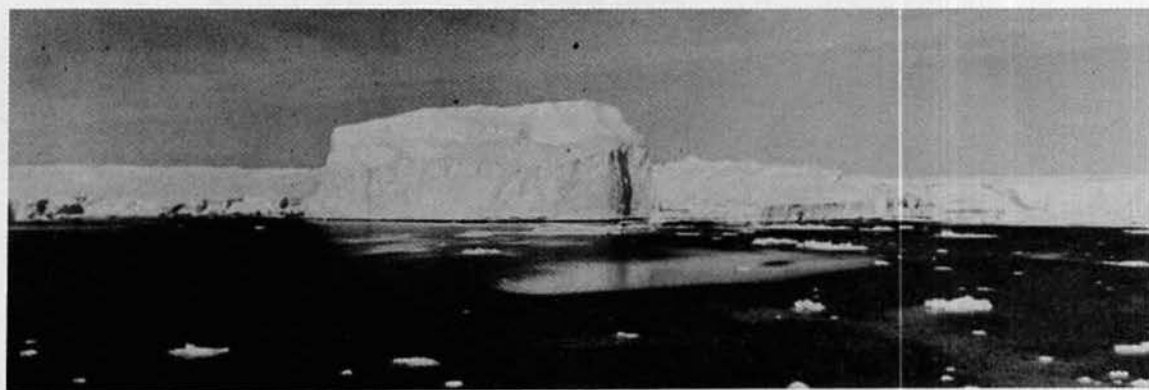
STEEL BANDAGE ... Repairman at
work on ice-smashed hull



WELDING WELL DONE



FINAL CHECK BEFORE
CAPE HALLETT DEPARTURE



ICEBERG VEILS FRIGID ANTARCTIC WATERS



ADMIRAL DUFEK (Right of Captain Johnson) LUNCHES ABOARD ARNEB



GLACIER PROVIDES TOW FOR ARNEB

The mission completed at Cape Hallett, the Arneb, under orders from Task Force 43 Commander Rear Admiral George Dufek, retraced her steps to McMurdo Sound arriving at the mooring site on Jan. 12. SeaBees and ship's company immediately began unloading the USNS Greenville Victory, and Admiral Dufek and his staff visited the Arneb to examine the damages sustained in the New Year's storm.

It soon was learned that the USS Glacier AGB-4 would accompany the Arneb and the Greenville Victory to Knox Coast. And, on Jan. 15, the Arneb, refuelled with 216, 223 gallons of oil, left with the Task Force on the 2,000-mile journey to the expected heavy ice of Vincennes Bay.

KNOX COAST, ANTARCTICA
... January 31, 1957 Its crew instilled with renewed enthusiasm from the first mail since early December, the Arneb today arrived at Clark Island, one of the Windmill group, in Vincennes Bay.

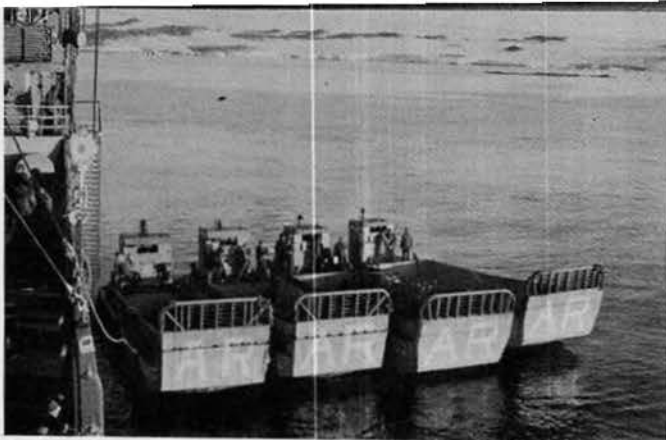
Reaching the 90-mile wide ice pack on Jan. 25, hundreds of icebergs and thick bay ice blocked the path to the base site but eventually the Glacier found the route.

Although damaged once again by thick bay ice, the Arneb crew and SeaBees began work on Wilkes Station, the last of the IGY bases to be started. Time was essential for the Antarctic summer was waning and each of the days that were to follow would be a little colder and a little darker.





CATERPILLAR LIFT



"MIKE" FOURSOME

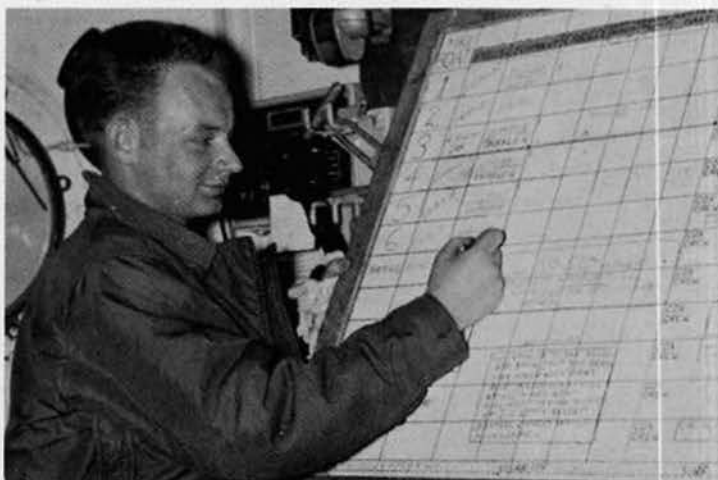
ARNEB SHIP'S COMPANY SWINGS INTO ACTION AT KNOX COAST



BOOM OPERATOR



UNLOADING CARGO



RECORDING LCM POSITION



BOATS RADIO-TELEPHONED DIRECTIONS



LOADING OIL DRUMS



HEADING INTO CLARK COVE



BEACHMASTER - SHIFT BAKER



UNLOADING AT BEACHHEAD

Working again around the clock to beat the waning Antarctic summer, unloading crews first removed the remaining cargo from the Arneb, and then turned to the Greenville Victory.

Careful boat handling was a necessity as the water was quite shallow in Clark Cove that led to the Clark Island Beachhead blasted out of solid ice by the frogmen.

Cargo was loaded on the wagons in the "Mike" boats, and then at the beachhead, the wagons were hauled ashore by SeaBee construction men in tractors to the supply dump.



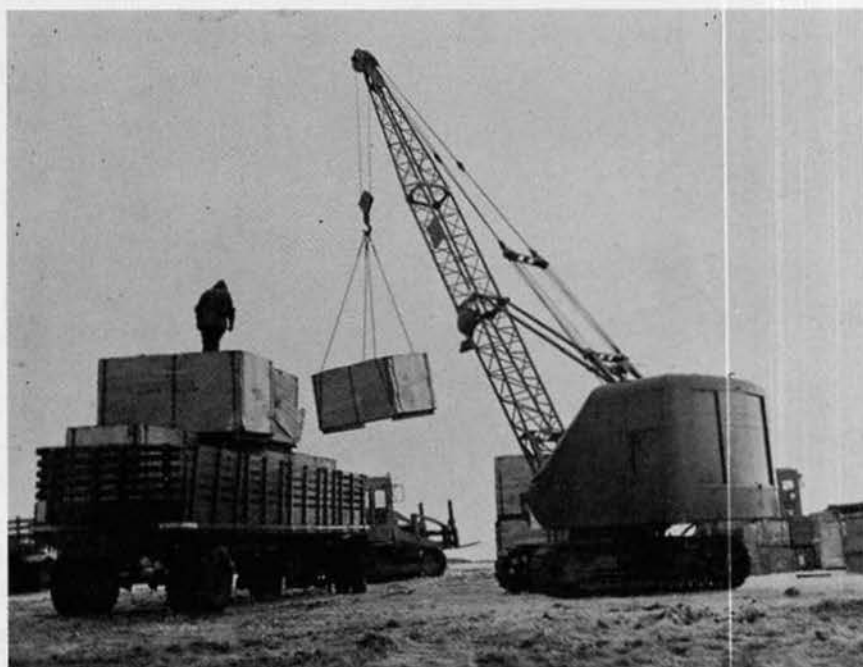
CLARK ISLAND BILLBOARD



TRACTORS AT BEACHHEAD



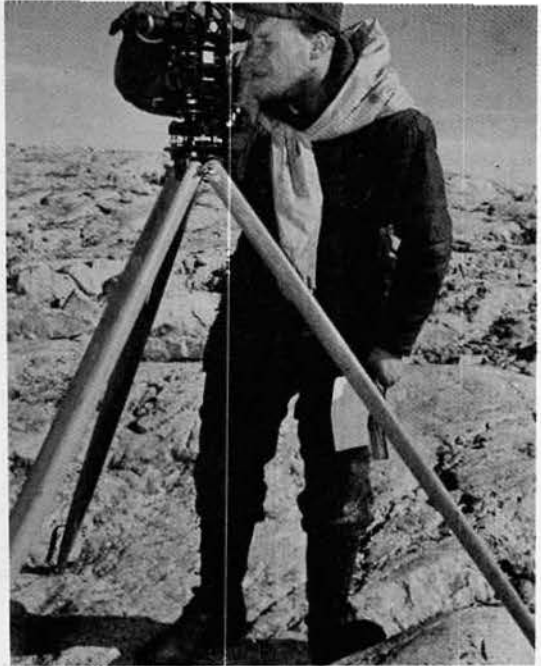
A VITAL WAGON



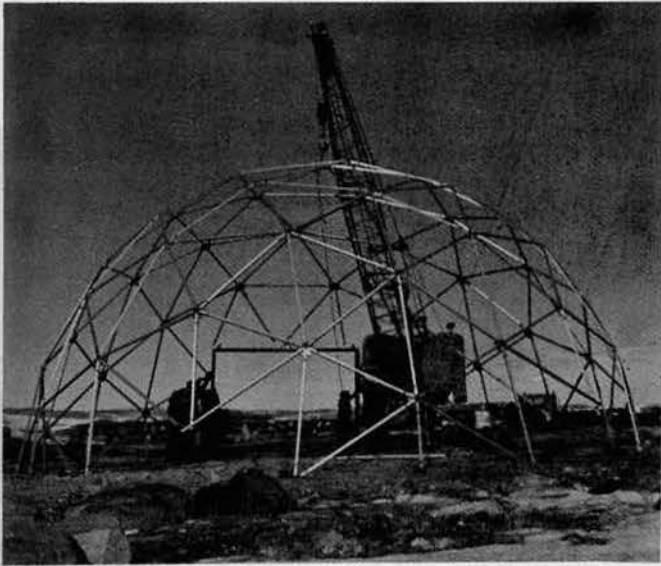
FIRST CRANE USED IN THE ANTARCTIC



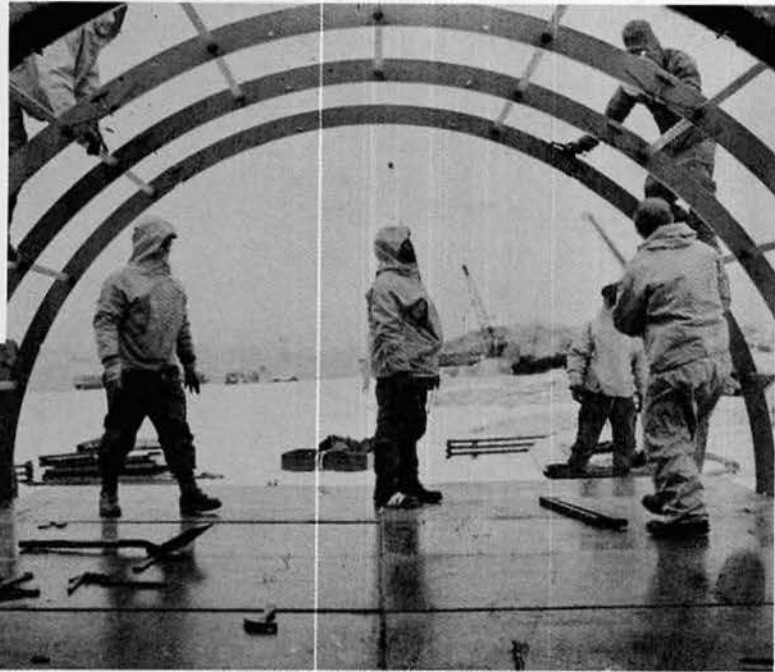
GRADING TERRAIN



SURVEYOR EYES LANDSCAPE



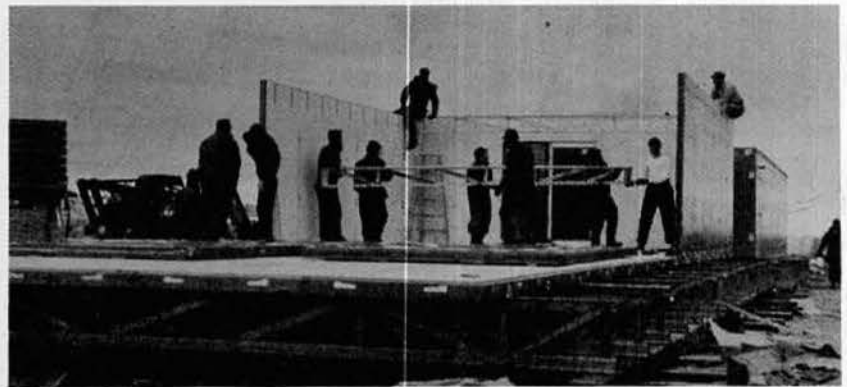
WEATHER BUILDING EMBRYO



BUILDERS AT WORK



COMMUNICATIONS HOOK-UP



STEEL WALLS - PROTECTION AGAINST WINTER'S FURY
AGAINST WINTER'S FURY

Fuel Oil

And More



Fuel Oil...





ANTARCTIC HUSKIES



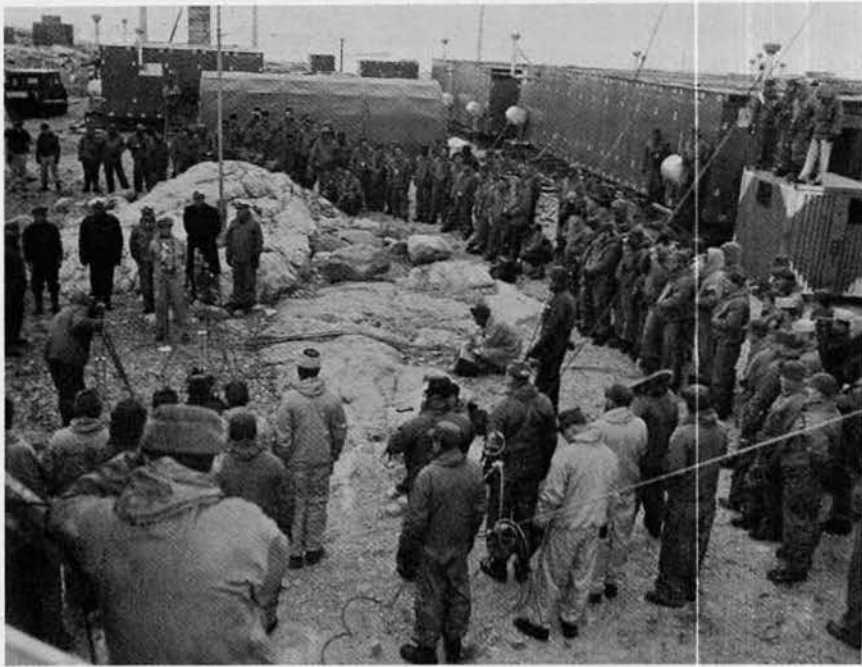
HOME IS WHERE YOU MAKE IT



WILKES STATION COMPLETED

UNDERWATER DEMOLITION TEAM TAKES COFFEE BREAK AFTER "COOL" INVESTIGATION OF THE ARNEB HULL PRIOR TO KNOX COAST DEPARTURE. TEAMS UNDERWATER WORK PLAYED ESSENTIAL PART IN MAKING TEMPORARY REPAIRS TO THE ARNEB'S DAMAGED HULL WHILE IN THE ANTARCTIC ICE.

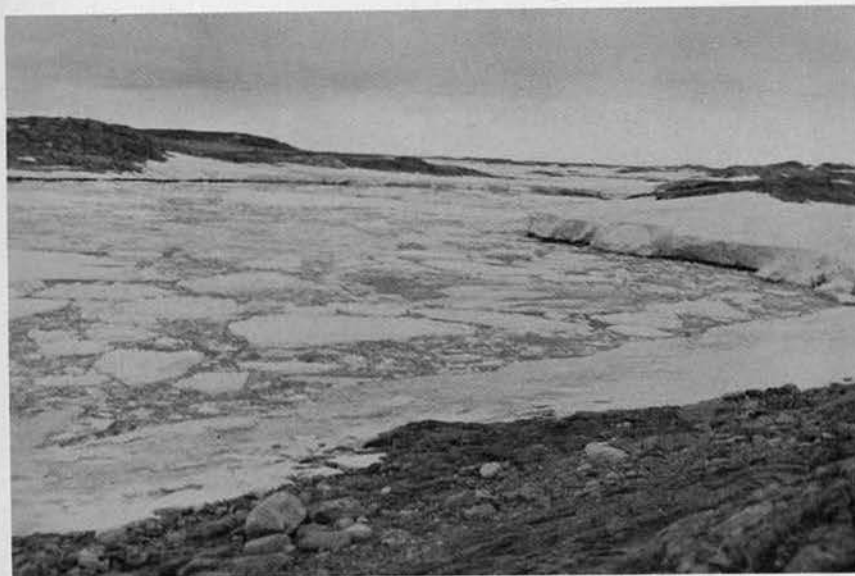




**Wilkes Station Commissioned,
Knox Effort Ends February 16th**



Arneb Leaves Antarctica As Winter, Ice Moves In



BAY ICE MOVES IN WHERE HUMANS DIDN'T
FEAR TO TREAD



FINAL FAREWELL TO ICE

CHIEF OF NAVAL OPERATIONS SENDS CONGRATUALIONS

U. S. NAVAL DISPATCH 5ND GEN 1007		CLASSIFICATION	PRECEDENCE
FROM:	CNO	PLAIN	DEFERRED
ACTION:	CTF43		
INFO:	TF43/CTG43.3/CINCLANTFLT/OINC ANTARCTIC PROGRAMS		
2 7 1 5 0 8 Z			
<p>CONGRATULATIONS AND WELL DONE TO YOU AND THE OFFICERS AND MEN OF YOUR TASK FORCE FOR AN OUTSTANDING PERFORMANCE DURING OPERATION DEEP FREEZE TWO X THE OPERATION HAS BEEN A PERFECT EXAMPLE OF EFFECTIVE COORDINATION OF THE MILITARY SERVICES AND CIVILIAN SCIENTISTS X ARLEIGH BURKE</p>			
REC'D VIA G NR 966			
RELEASE	CWO WVA	TOR 0810Z	TOD WU/RJS
		DATE 28 FEB 1957	D/T GR. 271508Z
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24

Brothers of the Brush



Finalists in the ship's beard contest receive awards from Ensign Seesholtz, one of the judges. Beards, products of 68 days at the bottom of the world, were removed shortly following our Antarctic departure.

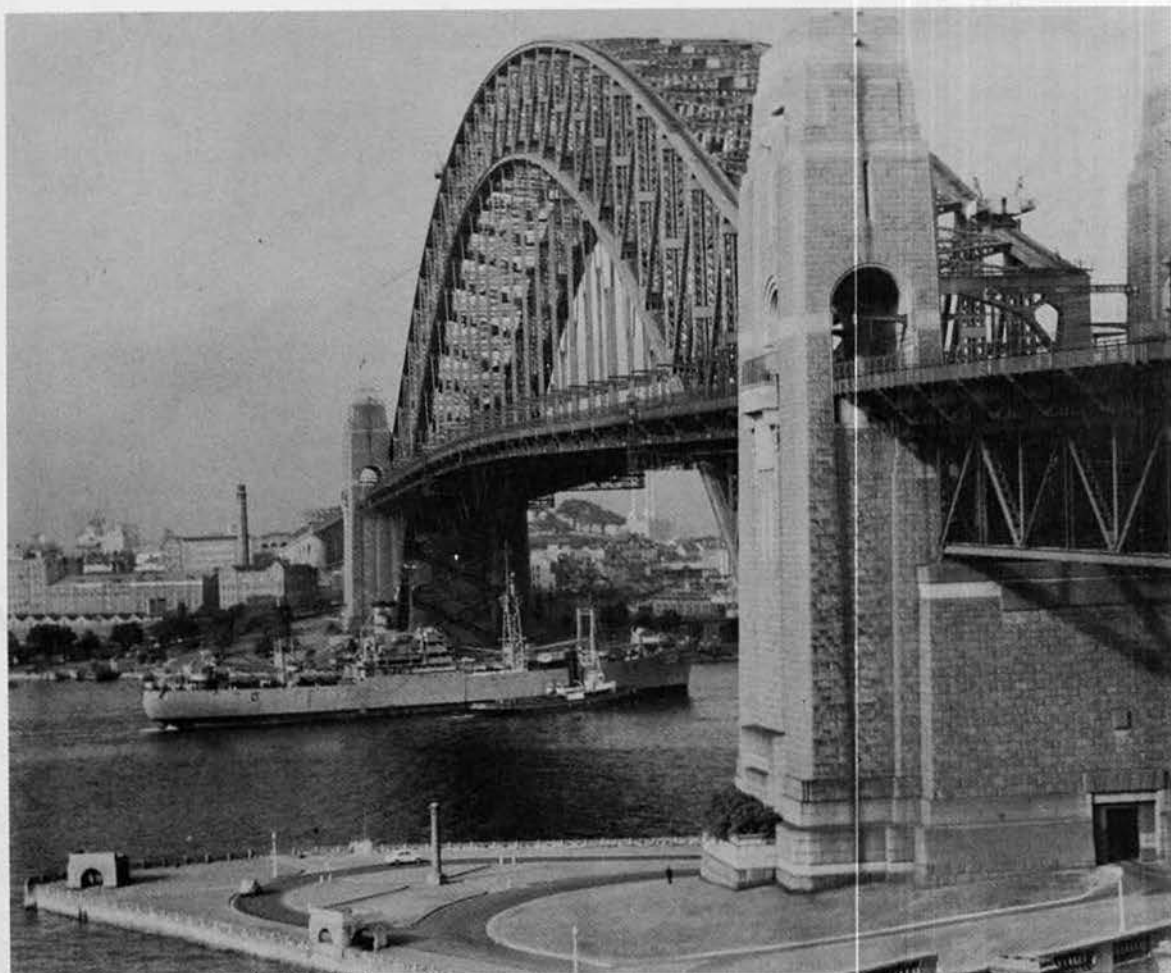
Icebergs Make Ideal 40mm Target Practice





ARNEB ENTERS PORT JACKSON HARBOR
ON SUN SHINY FEB 28TH MORNING

Sydney, Australia --- FIRST CIVILIZATION IN 3 MONTHS

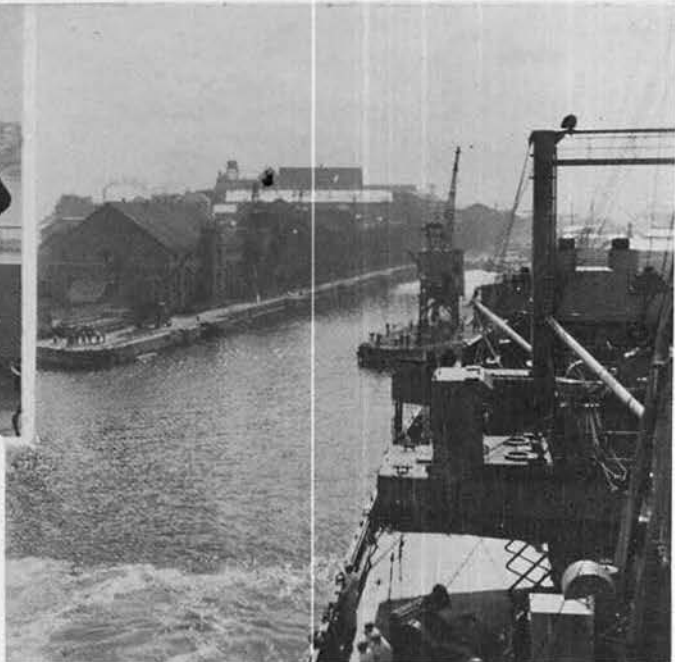


A THRILL FOR US ALL ... PASSING UNDER
MASSIVE SYDNEY HARBOR BRIDGE

Sydney's Cockatoo Island Shipyard... Feb. 28th



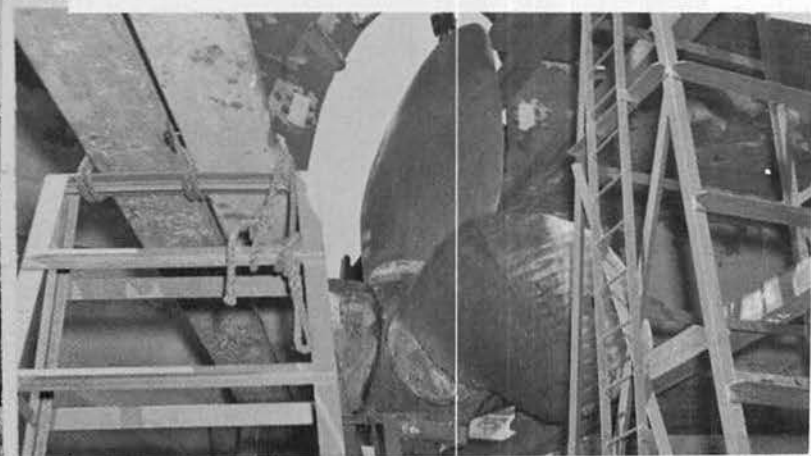
CAPTAIN ON SIGNAL BRIDGE ...
.... Keen eye on entering drydock



OPEN DOCK AWAITS ENTRY



SAILOR'S VIEW OF ENTIRE BOW



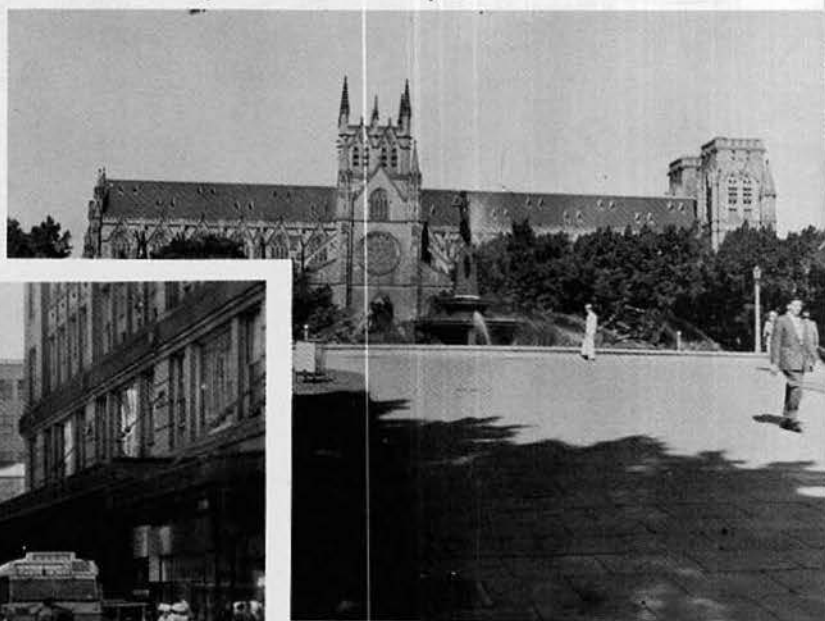
SHEARED PROPELLER



SCAFFOLDING UP ...Repairs begin

HYDE PARK VIEW ... Archibald Memorial Fountain
shadows glorious St. Mary's Cathedral

Thirteen Days In Wonderful Sydney



SYDNEY'S DOWNTOWN AREA



GOVERNMENT HOUSE
IN BOTANIC BEAUTY



RELAXATION AT THE TATLER



YUPI! HE WAS A FINE BLOKE



CLOCK OF 100,000 PLANTS



NATIVE KOALA BEARS ASLEEP

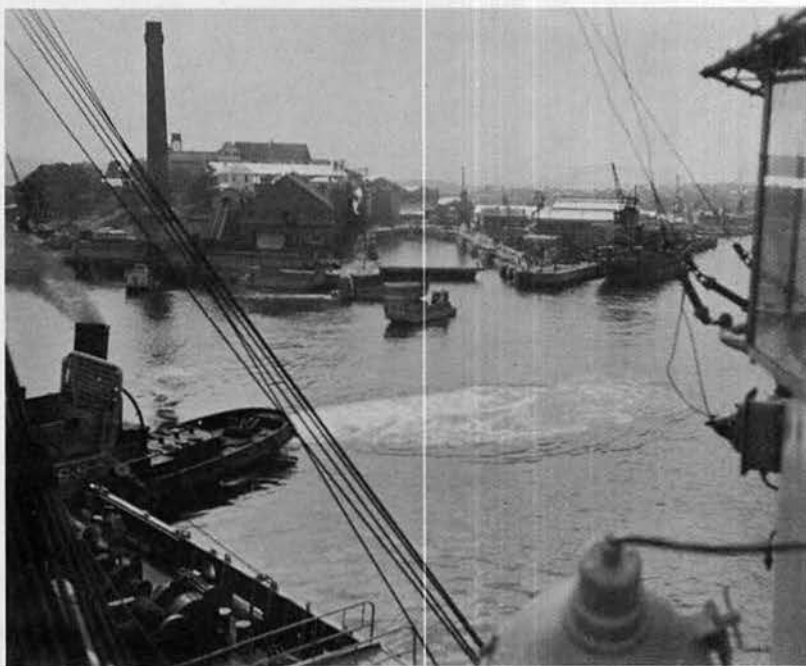


KANGAROO POSE

The ship, equipped with a new propeller after a 13-day drydock period, left Sydney on March 13 for a two-day trip to Melbourne through heavy seas and bucking a severe headwind in the South Pacific Ocean off the southeast coast of the island continent.

On March 15 the ship celebrated the fifteenth anniversary of the United States Atlantic Amphibious Force of which the Arneb is a unit.

Steaming through Hobson's Bay, the ship tied up at South Pier, Melbourne on March 15, 1957 to load two Olympic sailing yachts.

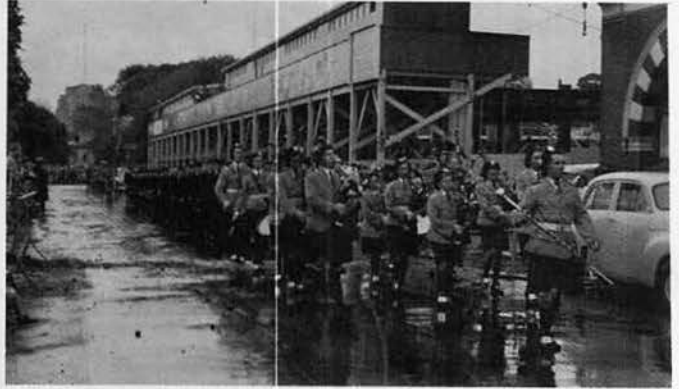


LEAVING COCKATOO... WITH NEW PROPELLER

Three Day Melbourne Visit Ends Arneb Stay On Island Continent



QUARTERS FOR ENTERING VICTORIAN PORT



ST. PATRICK'S DAY PARADE



MELBOURNE CHURCH ARCHITECTURE



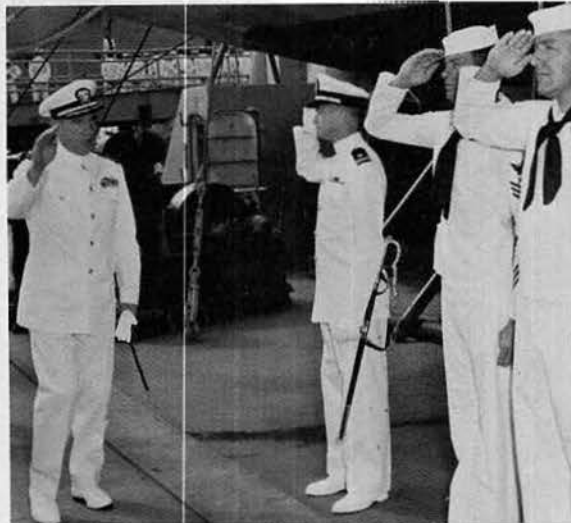
IMPRESSIVE 1956 OLYMPIC STADIUM



UNDERWAY FOR AFRICA...Shift Colors



E DIVISION AT INSPECTION



RETURNING "SKIPPER'S" SALUTE

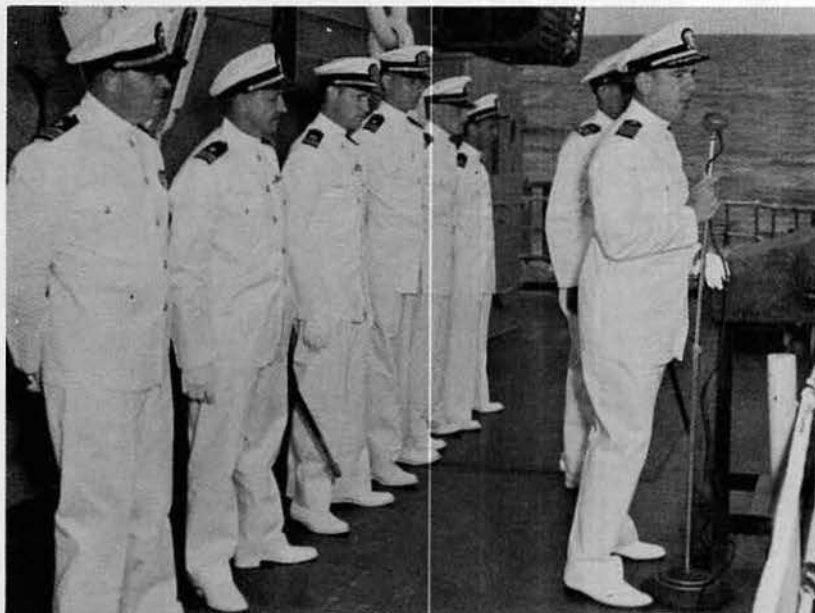
**Captain's Personnel
Inspection March 30
Highlighted 20-Day
Jaunt To South Africa**



STERN MEN IN IMMACULATE WHITES



SHOES SPARKLE IN SECOND DIVISION



CAPTAIN ADDRESSES CREW

Cape Town, South Africa

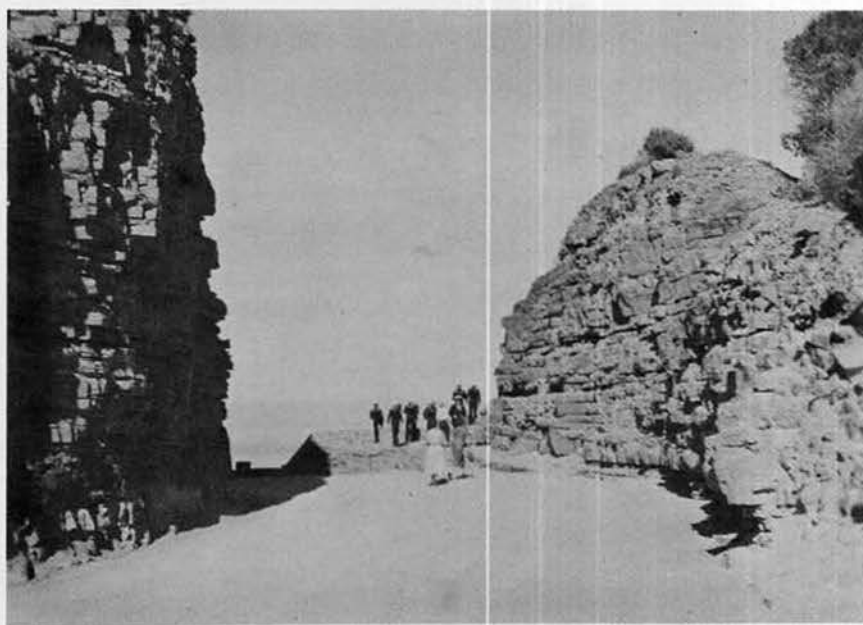




SLEEPY CAPETOWN ON SUNDAY MORNING...A South African city street, its peaceful sabbath hush interrupted by motor sounds and sidewalk footsteps.

IVY
BAC
Pict
for :

SOUTH AFRICAN MOUNTAIN VIEW...Granite Rock gateway is stopping point for Arneb sightseers on bus tour provided by the city of Cape Town.



EDUCATOR OF VISION...Cecil John Rhodes is viewed by sailors in front of the University of Capetown high on a hill above the city.

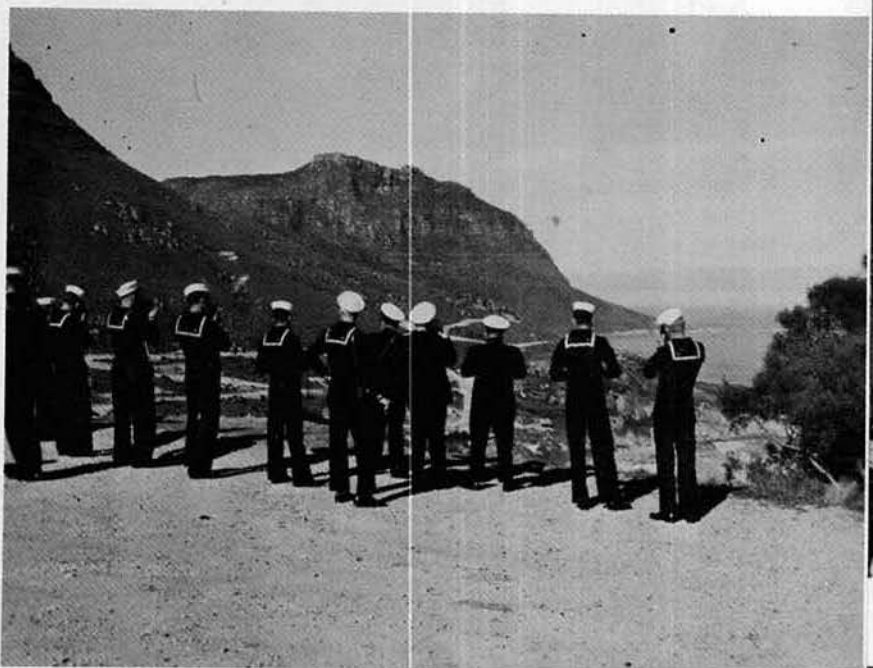
HIC
an
up

IVY-COATED CAPE TOWN UNIVERSITY
BACKDROPPED BY GRANITE CURTAIN..
Picturesque university is home of studies
for South African students.

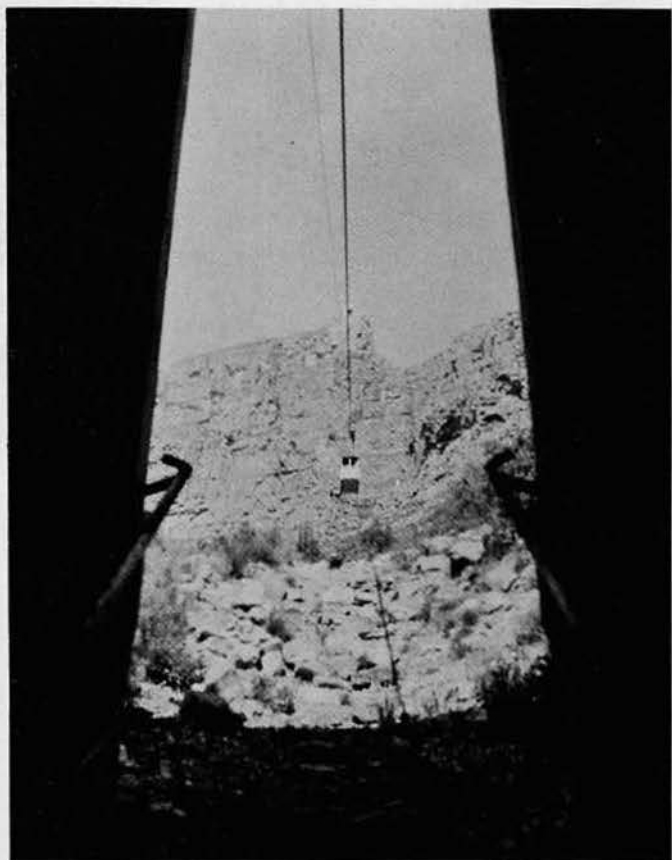


ANYONE FOR A SOUVENIR?.. South
African native displays intricately made
gifts to interested Arneb tourists.

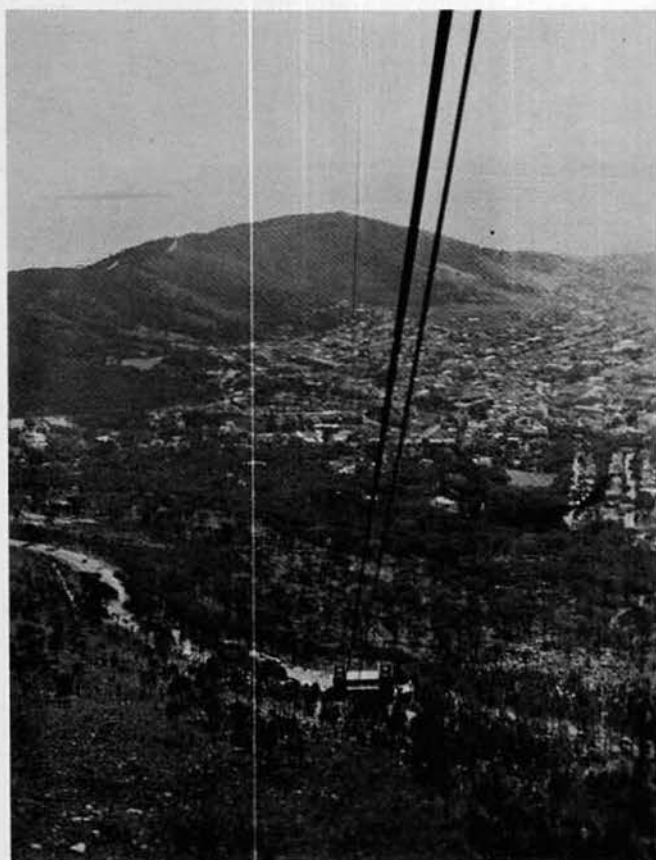
HIGH AND MIGHTY... Group of ship's
camera fans treated to magnificent lands-
cape of South Africa's sea shore.



**BREATH-TAKING VIEW FROM "TABLE TOP" MOUNTAIN
- FOR THOSE WHO BRAVED CABLE CAR -**



SLOWLY THE LONG JOURNEY TO THE TOP
STARTS VIA THE CABLE CAR.



UNSURPASSED BEAUTY BEGINS TO UNVEIL
AS HALFWAY MARK IS REACHED.



SCENIC SPLENDOR OF CAPE TOWN AND TABLE BAY
AS SEEN FROM THE TOP.



SOUTH AFRICANS SWARM TOWARDS GANGWAY DURING VISITING HOURS.



NATIVE CURIOSITY ON SUNNY SIGNAL BRIDGE.

During the Arneb's three-day stay in Cape Town the South African natives were as interested in seeing the ship as we were in seeing their countryside. Visitors each afternoon boarded the Arneb and were given guided tours while we boarded bus and taxi to view their magnificent landscape.

April 9... Our foreign liberty over, we left Cape Town's beautiful harbor and set our course northward through the Atlantic. Having had a fine time in a beautiful city for three days, we were ready to spend the next 18 preparing for our arrival in the continental United States.

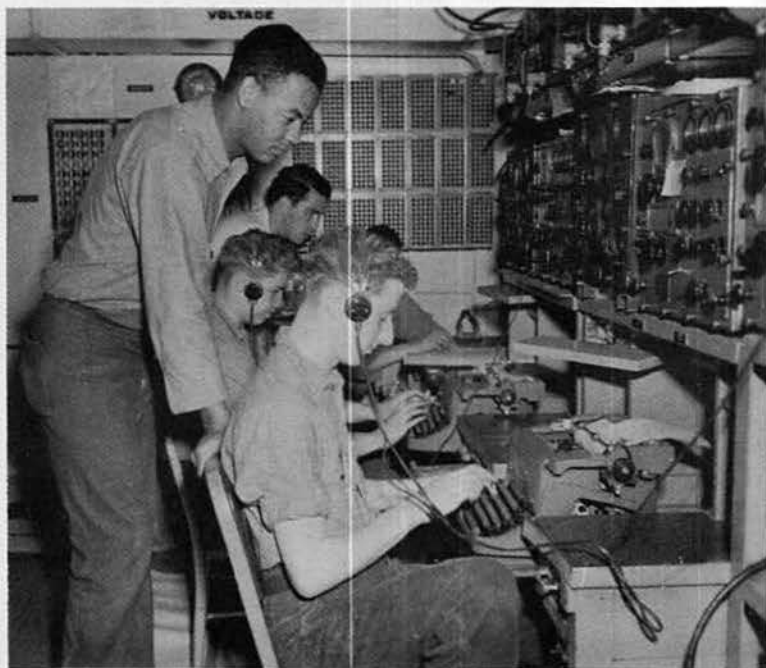


HOMEWARD BOUND... Leaving harbor's breakwater.

Many Hours of Work "At Sea"

It took a great deal of perseverance and plenty of good old-fashioned elbow grease to keep the Arneb in top notch operation for six months. From the engine room to the signal bridge and from the fan-tail to the fo'c'sle each working day found a beehive of activity.

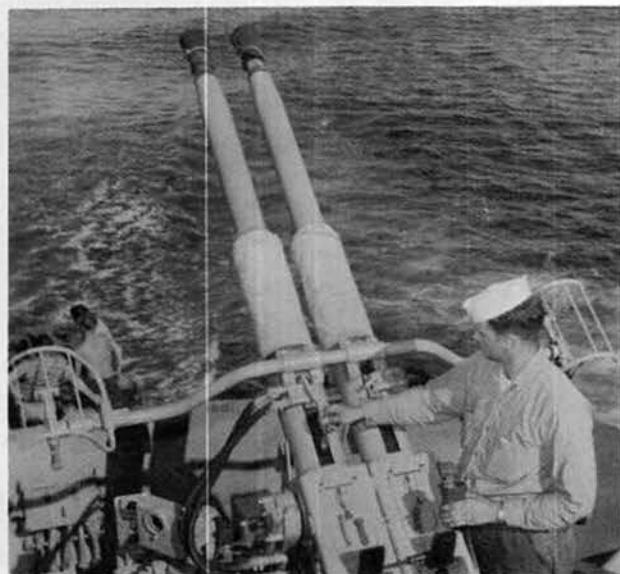
Each of the men aboard are located in a division according to the type of work each has been qualified for. On this page and on several of the following are representative pictures of these various divisions.



COPYING 'FOX' IN RADIO CENTRAL



BUSY SHIP'S OFFICE



PAINTING 40MM GUN

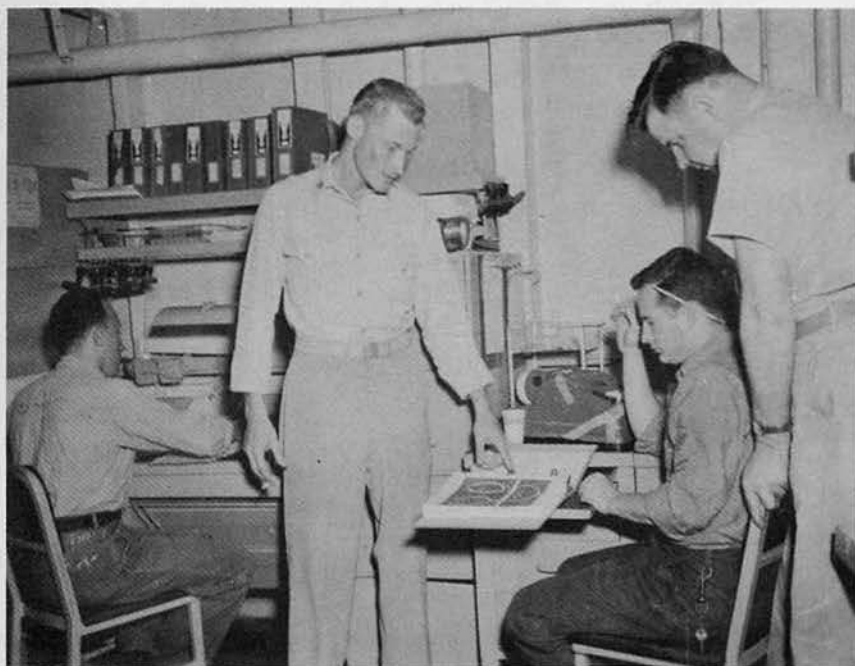


MENDING IN TAILOR SHOP



MACHINE SHOP REPAIRS

- Ship Board Life In Review



RECORDING DATA IN SUPPLY OFFICE



POST OFFICE... Heh, Whit, where's the mail?



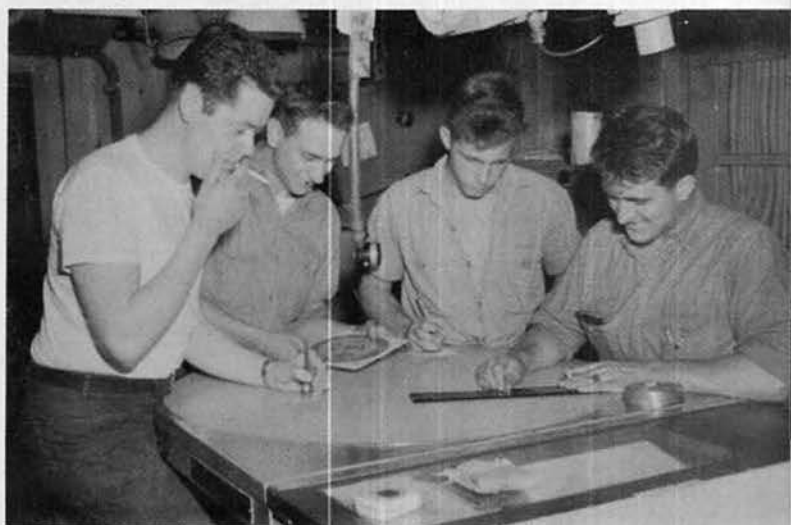
NAVIGATOR READS SEXTANT



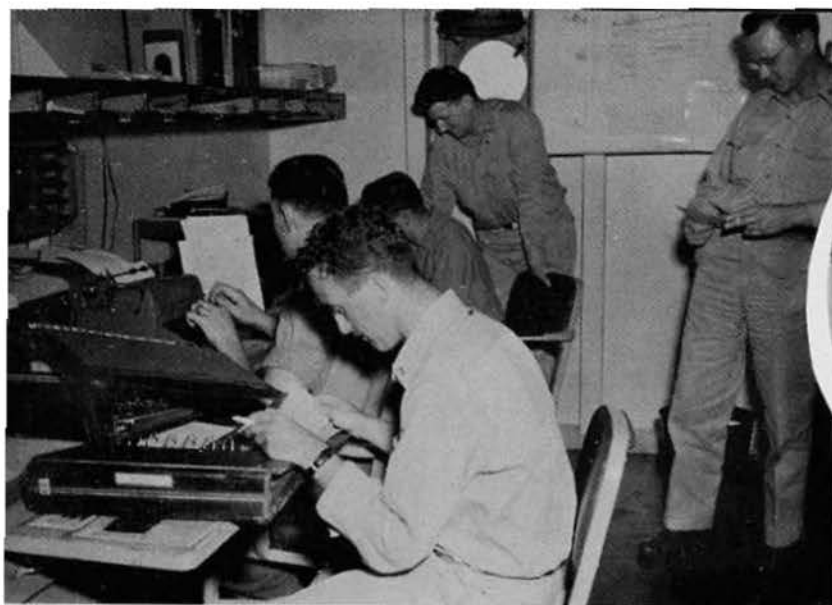
QUIET MOMENT IN LAUNDRY



ENCHANTING MELODIES FROM RADIO THREE.



PLOTTING CONTACT IN COMBAT



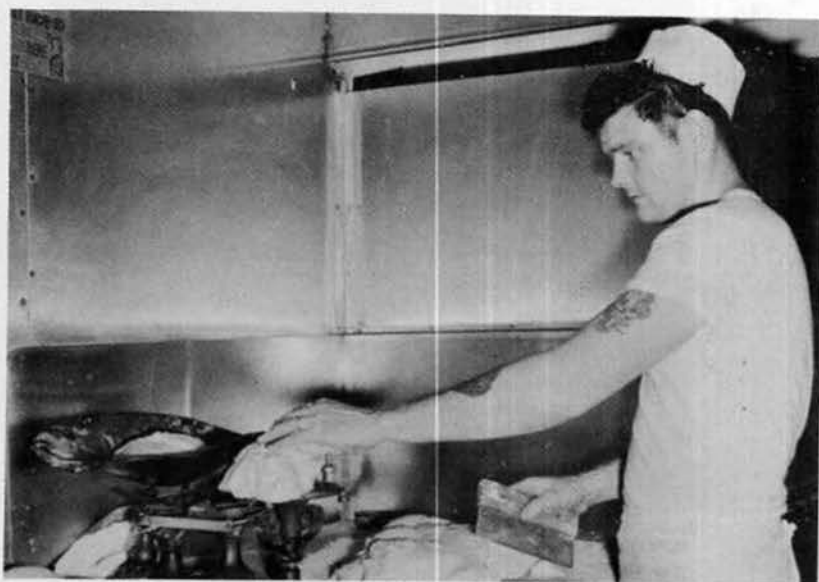
LOG ROOM VIEW... Damage Control Headquarters.



Light Repair Near Barber Shop



CLEAN SILVERWARE FROM SCULLERY



BREAD IN THE MAKING... SHIP'S BAKERY



CHECKING INSTRUMENTS IN "ET SHACK"



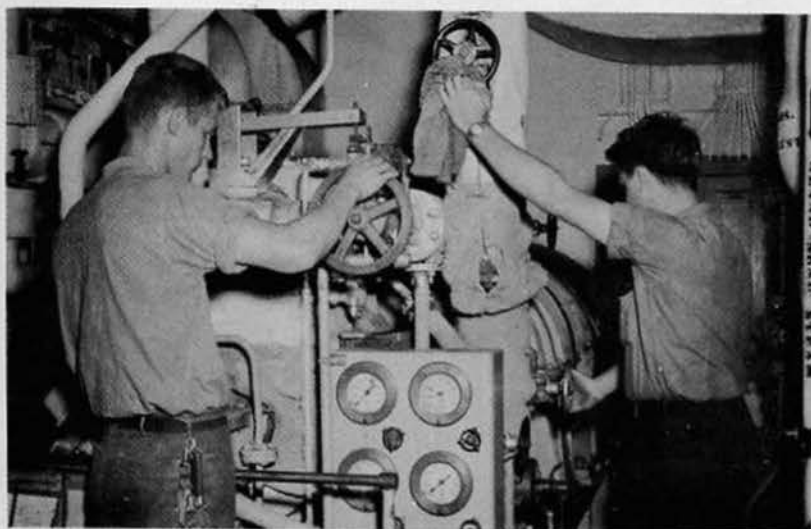
CARPENTER SHOP ACTIVITIES



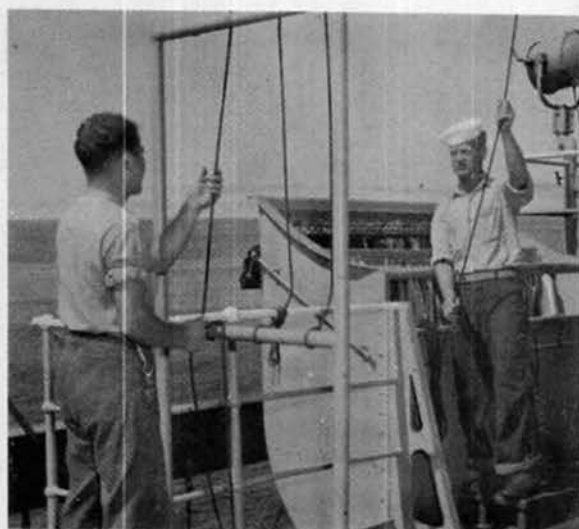
ENGINE ROOM GAUGE CHECK



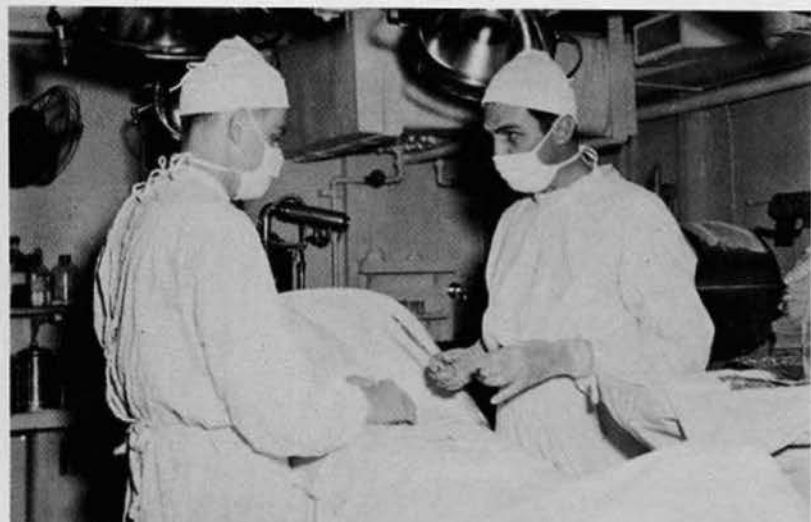
ELECTRICIANS AT WORK



RESETING VALVES



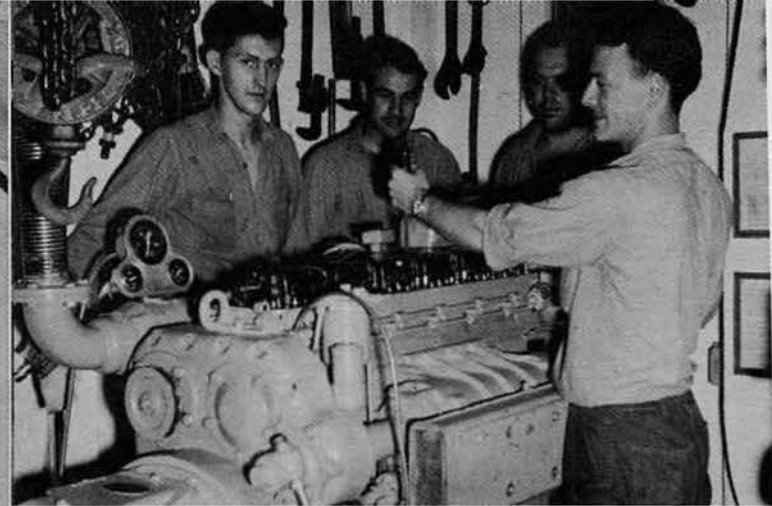
RAISING FLAG HOISTS ON
SIGNAL BRIDGE



SURGERY IN SICK BAY



INTRICATE ADJUSTMENT TO
BAROMETER



BOAT SHOP REPAIR



TELEPHONE TALKER ON FANTAIL

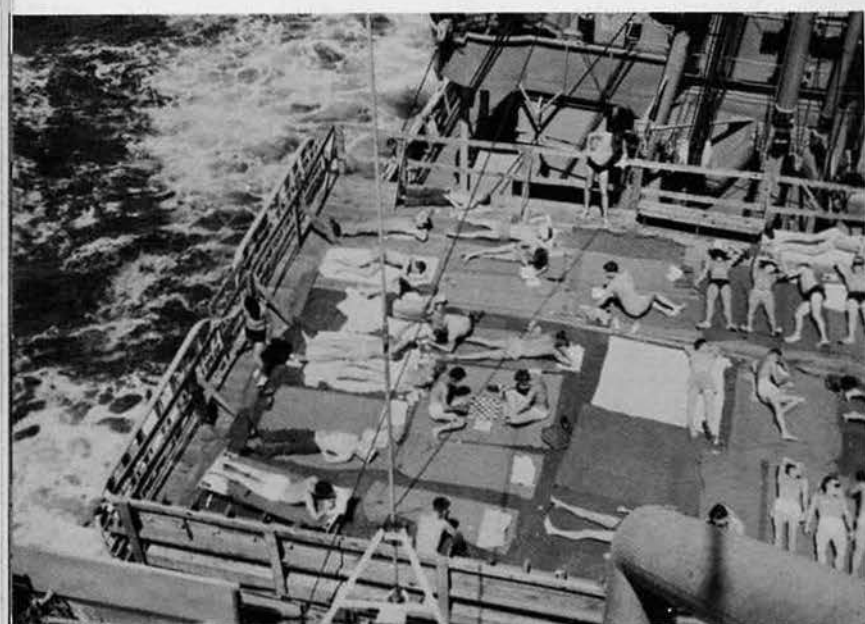


SHIP STORE SALES

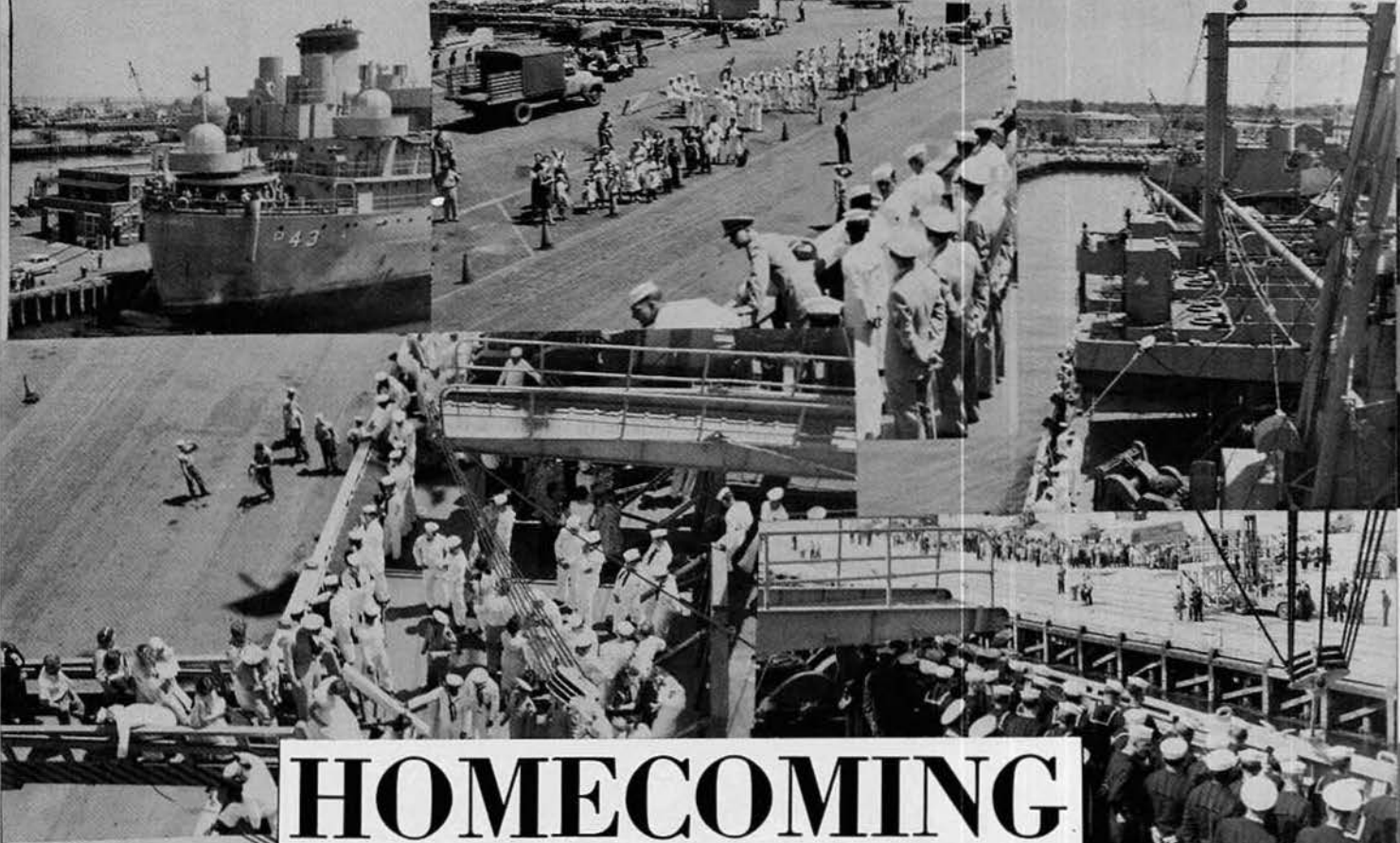


TOM AGGSON - Cosmic Ray Scientist

Scientific data on the cosmic ray - a wonder of the universe - that will prove invaluable to the nation was collected during the cruise. Tracking the ray in the "IGY Shack" which was equipped with a lead pile neutron monitor, the ship followed an International Geophysical Year track to and from the Antarctic continent. The ray was stopped by the lead pile and electronic computing devices located to either side of the pile recorded the intensity of the ray.



TIMEOUT FROM WORK...Sunbathing on movie platform.



HOMECOMING



Mobile Construction Battalion No. 1



Arthur Ortner
Frank Belling
Charles Maull
Allen McGuire
Robert Brantley
Alfred Joseph



Chief Jones
Don Blankenship
Thomas Blaunt
Stephen Barker
William E. Butler
Edward Campbell



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Edward Cherrington
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William L. Drake



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Jerry Dutton
Johnnie Edwards
Howard Hanener
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Bennett Bass



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 John Albright
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David Whaley
 Clarence Tomner
 D. Ziminski



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 Francisco Rubia
 Don Timmerman
 Arthur Faller



Thaddeus Collins
 Doanld Arnholes
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 J. Zimmerman
 Thomas Sullivan
 Harold Page



Thomas Williams
 James Clark
 Alfred Ewers
 William Wilson
 John Czerwinski
 Joseph Roman





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James Jacobs

R Division



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John Weeber
John Curry
Ronald Lightfoot



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John Othmer
Robert Richard
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Earl Wells
Lucious Peace



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Basil Russell



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 Rolland Young
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 Harold Sollenberger



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 John Dunn
 Jerry Shields
 Clyde Burgess
 Leonard Canner
 Otho Relder



Verlin Shaffer
 Elwood Anders
 Harold Young
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George Parady
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Curtis McVay
Charles Thys
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George Baker



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William Jones
Elbert Harrison
Raymond Hovey
Otis Perry
Charles Marl



Manuel Baptiste
Donald Jeanroy
Ronald Simon
Ronald Swanson
David Sedgebeer
Wasby Kanatzar



Ronald Schmidt
Ronald Hovey
Henry Goodwin
Thomas Kida

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James McGee
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Robert Ballard

UDT No.21



Hugh Peddy
Robert Mohr
Samuel Bailey
Charles Stouffer
Robert McDonald
Glenn Reynolds



And So Into The Pages Of History...

When we left Norfolk in November few of us knew what the next six months would bring. None making the cruise for the first time could visualize the intricacies and tropical beauty of the Panama Canal, the "unhealthy" atmosphere provided by the "shellbacks" when we crossed the equator, nor the utter solemnity of that South Pacific island known as New Zealand. Few knew the breathtaking chill which accompanied the first sight of Antarctica's weird yet incomparable white mountain cliffs jagged with ice and snow. Nor could we forget the stilling danger of the frozen continent's formidable force which gave a resounding birth to our "Happy New Year" of 1957.

There were the long hours of work involved in building Adare Station at Cape Hallett and Wilkes Station on Knox Coast, and the feeling of accomplishment when the work was done. There was the wonderful liberty in metropolitan Sydney, and the most welcome pause in provincial Melbourne and scenic-clouded Cape Town during the long journey home.

None will forget the many hours spent on watch, nor the nightly movies which brought mixed emotions on a moonlit night above the deep oceans.

Then, there was our beloved homeland that captured us all as April waned and the Arneb steamed into familiar Norfolk, completing a 31,470-mile, 176-day journey around the world.

Memories are made of this --- and they will last a lifetime for most of us. On a cold winter's night in future years we'll think back on Panama, New Zealand, Antarctica, Australia, the Cape of Good Hope and the three major oceans of the world --- and with a thoughtful pause be able to say, "We were there".

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- COVER DESIGN -

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